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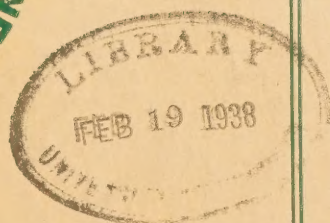
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Canada. Halifax Harbour Commission

Government
Publications

THE PORT OF HALIFAX

NOVA SCOTIA



First

Annual Report

1929

ANNUAL REPORT

OF THE
HARBOUR
COMMISSIONERS
OF
HALIFAX

NOVA SCOTIA

FOR THE YEAR 1929

COMMISSIONERS

PETER R. JACK, President
C. W. ACKHURST
JOHN MURPHY

OFFICERS

A. G. TAPLEY, A. M. E. I. C., R. P. E. N. S.	Chief Engineer
ALAN S. MARTIN, A. C. I. S. - -	Secretary
F. W. DONKIN - -	Chief Accountant
CAPTAIN OWEN WILLIAMS - -	Harbour Master
D. F. MORIARTY - -	General Inspector

Halifax, N. S.
28th May, 1930.

THE HON. P. J. ARTHUR CARDIN, M. P., P. C.,
Minister of Marine and Fisheries,
Ottawa.

Sir:

We have the honour to submit our annual report on operations
for the year ended 31st December, 1929.

We have the honour to be, Sir,
Your obedient servants,

PETER R. JACK, President.
C. W. ACKHURST,
J. MURPHY,
Harbour Commissioners.



ANNUAL REPORT

1929

The Halifax Harbour Commissioners were appointed on 11th January, 1928, but it was not until 1st November of that year that the terminal properties previously operated by the Canadian National Railways were put under their control and the present report therefore covers the first complete year of their operation by the Commissioners.

Good progress was made during the year, all the activities of the port showing gratifying increases over 1928.

ENGINEERING.

Many important works of construction and maintenance were carried out, full particulars of which will be found in the report of the Chief Engineer, which is printed as Appendix to this report.

Attention is here drawn to some of the most important:—

Construction of a Terminal Road serving all the properties at the Ocean Terminals.

Construction of Transit Shed No. 20 and Offices.

Construction of Transit Shed No. 27, with 3 track shed adjoining.

Extension of Grain Elevator.

Extension of Galleries and Conveyors.

Installation of Dockspout Grain Towers.

Installation of Car Dumper in unloading house at Elevator.

OFFICES.

Until November, the Commissioners occupied rented offices on Hollis Street, which were very inadequate in size and unsuited to their needs. When Shed 20 was built, however, it was decided to add two stories at its north end to provide office accommodation and here they are at present located, in close touch with the new developments at the Ocean Terminals.



S S. "LADY HAWKINS" (C. N. S. S.) AT BERTH 25.

CANADIAN NATIONAL RAILWAYS and CANADIAN NATIONAL STEAMSHIPS

The Commissioners wish to record their appreciation of the part taken by these two organisations in the development of the port.

One of the most noteworthy features of the past year was the fortnightly service maintained from this port the year round by the "LADY NELSON," "LADY DRAKE" and "LADY HAWKINS" to Demarara by way of Bermuda and the Eastern group of the British West Indies.

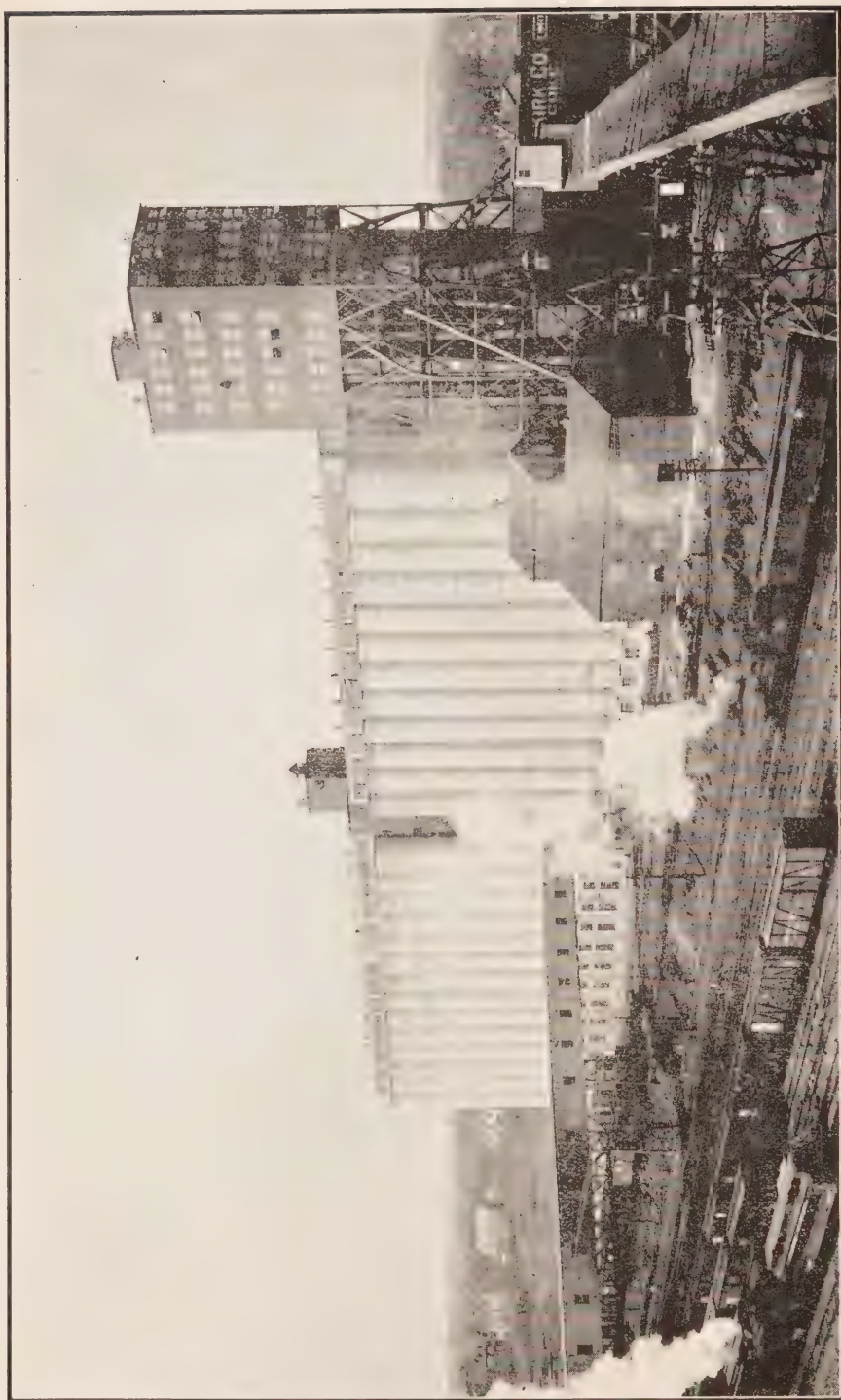
This service was inaugurated by the "LADY NELSON" sailing from Halifax on 12th December, 1928. These ships, built specially for the trade in which they are engaged, have given a powerful stimulus to Canadian trade with the West Indies.

The "LADY SOMERS" and the "LADY RODNEY" maintain a fortnightly passenger and freight service during the winter months to Bermuda, the Bahamas and Jamaica, and the "CAVALIER" and "CATHCART", carrying freight only, sail on the intervening Saturdays to Jamaica direct, thereby giving the port a fortnightly passenger service and a weekly freight service to Jamaica during the winter.

In addition, the Canadian National Railways, working in close harmony with the Cunard and the White Star Lines, have done much to develop trade through the Port of Halifax between Europe and Upper Canada.

NORTH ATLANTIC CHARTERING RANGE.

At the beginning of the year, the President appeared before the Imperial Shipping Committee in London to lay before them an application for the admission of Halifax to the North Atlantic Chartering Range. On this visit it was made clear that the main factors in the consideration of this question were port charges,



GRAIN ELEVATOR; SHOWING THE RECENT ADDITION ON THE LEFT.

including under this heading insurance rates, and the quick dispatch of ships.

As regards insurance rates, Halifax has been at no disadvantage in competition with other Atlantic ports since 1925, when the Joint Hull Committee agreed unconditionally to the removal, in the case of Halifax, of the premium which had been charged up to that time, and no port on the Atlantic seaboard has, therefore, enjoyed any more favourable rates than Halifax since 1925. As regards other expenses, such as port dues and stevedoring charges, the Imperial Shipping Committee agreed that the charges at Halifax were reasonable and compared favourably with United States ports in the Range.

It was, however, made clear that, before the application for inclusion in the Range could be granted, there must be the provision of increased facilities for the quick handling of cargoes and a considerable surplus of elevator capacity over and above the average movement of grain.

To this end, the capacity of the Grain Elevator was doubled during the year and is now 2,200,000 bushels. Additional conveyor belts and galleries have also been constructed and travelling Dock-spout Towers provided over the Liner berths 21 and 22 so that any steamer, liner or tramp, can be rapidly and cheaply loaded with grain. At the same time other works, such as the construction of transit sheds 20 and 27, were pushed ahead at all possible speed to cope with the increased demand for berthing accommodation.

ADDITIONAL FACILITIES

In December the Commissioners received the approval of their plans for the construction of Pier "B", the first complete unit in their programme for the development of the Port.

This Pier will be 1250 ft. in length and 260 ft. in width, will berth four ocean-going steamers at one time and will have ample rail and siding connections and be equipped with the most modern transit shed accommodation.



56,938 TONS OF SHIPPING AT THE QUAY WALL.
S. S. "PENNLAND,"
16,322 TONS.

S. S. "BALTIC."
23,884 TONS.

M. V. "ST. LOUIS,"
16,732 TONS.

PRESENT CONDITIONS

It has to be admitted, however, that the Commissioners are faced with ever increasing congestion and difficulty in finding berths for all ships needing them. The greatest congestion occurs, of course, during the spring months and over the week-ends. At this time, there is a convergence on Halifax of a great number of passenger liners sailing to and from European ports on Fridays, Saturdays, Sundays and Mondays, and the capacity of the port is taxed to the utmost.

Attention is drawn to the picture on page 10, showing Berths 20, 21 and 22 with the S. S. "BALTIC," "PENNLAND" and "ST. LOUIS" alongside from right to left. Round the corner lies Berth 23, with the S. S. "DRESDEN" alongside and the tops of her smoke-stacks can just be descried above the "ST. LOUIS." Showing up clearly above the "BALTIC" is the new C. N. R. Hotel, the "Nova Scotian." Then come the Immigration Buildings and passenger piers with the travelling Dockspout Towers and the Grain Elevator towering up in the background.

This picture portrays clearly the unique combination of facilities offered by the port, and it is worth while noting that within twenty-four hours of the time at which the picture was taken, the four berths referred to, viz: 20 to 23 inclusive, handled 9 liners with a combined gross tonnage of 140, 143.

As a matter of record, the names are given below:

Berth 20	"BALTIC"	White Star	23,884
" 21	"PENNLAND"	Red Star	16,322
	"ANDANIA"	Cunard	13,950
" 22	"ST. LOUIS"	Hamburg-America	16,732
	"CAMERONIA"	Anchor	16,297
	"ALAUNIA"	Cunard	14,030
" 23	"DRESDEN"	Norddeutscher Lloyd	14,690
	"LITUANIA"	Ostasiatische Kompagni	6,522
	"GRIPSHOLM"	Swedish-America	17,716

			140,143



S. S. "MINNEWASKA," ONE OF THE LARGEST FREIGHTERS AFLOAT, AT BERTH 20; NEW C. N. R. HOTEL "NOVA SCOTIAN" IN THE BACKGROUND.

As showing the difficulty of coping with the traffic, it may be mentioned that Berth 23 is actually only a cargo berth, but in the exigencies of the moment, had to accommodate three ocean-going liners within 24 hours.

The Commissioners take a pardonable pride, however, in the fact that notwithstanding all difficulties, the accommodation was provided and none of the nine steamers suffered any delay. This density of traffic at four contiguous berths within twenty-four hours is probably, excluding wartime efforts, a record at any Canadian port.

PASSENGER TRAFFIC

The following figures show the number of passengers arriving at the Port of Halifax, as supplied by the Department of Immigration and Colonization.

1st Class.....	2,504
2nd Class.....	4,363
3rd Class.....	47,162
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Total.....	54,029

SHIPS AND SHIPPING TONNAGE.

The following figures show the number, net registered tonnage, and nationalities of ships entering the port in 1929.

NUMBERS AND TONNAGE OF SHIPS ENTERING PORT OF HALIFAX.

	Number of Ships	Net Registered Tonnage.
Foreign.....	1184	4,799,609
Coastwise.....	1987	256,509
	<hr/>	<hr/>
	3171	5,056,118

NATIONALITIES AND TONNAGE OF SHIPS ENTERING PORT OF HALIFAX.

	Number of Ships	Net Registered Tonnage
British.....	2739	3,409,353
Norwegian.....	99	253,173
Danish.....	87	373,570
French.....	85	117,509
Swedish.....	50	371,032
German.....	45	271,336
American.....	42	103,477
Dutch.....	19	143,995
Spanish.....	3	1,675
Italian.....	1	5,996
Danzig.....	1	5,002
	<hr/> 3171	<hr/> 5,056,118

CARGO TONNAGE FOR 1929.

Imported over Piers controlled by the Halifax Har- bour Commissioners.....	328,925 tons
Exported over Piers controlled by the Halifax Har- bour Commissioners.....	561,743 tons

As the Commissioners do not control all the wharves in the Harbour, it is not possible to give exact figures of the total movement of Cargo Tonnage in and out of the port during the year, but the estimated total tonnage is 1,850,000.

COMMODITY TONNAGE STATEMENT

IMPORTS

Commodity	Tons	Commodity	Tons
Acids.....	60	Bran.....	75
Aereated water.....	11	Brass.....	4
Advertising matter.....	25	Brass nuts.....	3
Aeroplane parts.....	45	Brass rods.....	3
Agricultural impliments	4	Brass tubes.....	365
Alcohol.....	1	Brass sheets.....	80
Alum.....	14	Brassware.....	55
Aluminium ware.....	22	Brattice cloth.....	415
Ammonia.....	11	Bread.....	8
Ammunition.....	8	Bricks.....	11501
Anchors.....	77	Bronze.....	22
Anvils.....	20	Brushes.....	9
Apples.....	244	Burlap.....	11036
Arrowroot.....	2	Butter.....	10978
Asbestos.....	4	Borax.....	34
Asphalt.....	108	Birds.....	17
Automobiles.....	101	Buoys.....	1
Automobile parts.....	60		
Axles.....	21	Calcium.....	465
		Canned goods.....	955
Baby Carriages.....	15	Cable.....	607
Bags, jute.....	3	Canvas.....	21
Barrels, empty.....	97	Cardboard.....	49
Basic Slag.....	9102	Carpets.....	465
Basketware.....	64	Carriages.....	17
Beans.....	223	Casings, sausage.....	24
Beeswax.....	1	Celluloid.....	16
Beer.....	92	Cement.....	5421
Belting.....	4	Chains and shackles...	215
Biscuits.....	26	Chinaware.....	55
Biscuits, dog.....	30	Chalk.....	241
Bone, char.....	244	Cheese.....	37
Books.....	415	Church ornaments.....	43
Boots and Shoes.....	43	Chemicals.....	67
Bottles, empty.....	65	Cigars and cigarettes..	25
Bottle caps.....	17	Chide.....	85
Bottles, thermos.....	1	Clocks.....	62

Commodity	Tons	Commodity	Tons
Clothes pins.....	1	Extracts	35
Coal, anthracite.....	25600	Feathers	1
Coal.....	97428	Feeds.....	277
Cocoa.....	1341	Felts.....	11
Cocoa beans.....	338	Fertilizer.....	4893
Cocoa butter.....	288	Fibre.....	1
Cocoa-nuts.....	2249	Firearms.....	18
Coffee.....	2346	Fire-clay.....	368
Coke.....	2248	Fish, cured.....	209
Condiments, Indiana..	7	Fish, dry.....	1378
Confectionery	138	Fish, frozen	62
Copper.....	18	Fish, pickled.....	1012
Copper sheets	211	Fishing apparatus....	216
Cork.....	23	Flour.....	658
Corkwood	12	Foxberries	372
Corn	9975	Fruit, dry and green...	4058
Corn Starch.....	14	Fuller's earth.....	114
Cream of tartar.....	99	Furnaces and parts....	14
Crockery.....	87	Furniture.....	290
Cutch.....	67	Furs.....	37
Cutlery.....	34	Glassware.....	179
Cycles and parts.....	90	Glass, plate.....	117
Cattle food.....	2	Glass, window.....	3154
Dates	284	Glue.....	35
Dental supplies.....	2	Gramophones.....	13
Dogs.....	1	Granite, monumental..	166
Drugs	88	Granite, polished.....	18
Drums, empty.....	133	Grease.....	166
Dry goods.....	5118	Grindstones.....	62
Dyes.....	22	Groceries.....	76
Earthenware.....	600	Gum	5
Eggs, frozen.....	23	Hardware.....	1947
Electrical appliances ..	27	Hats.....	352
Electrical machinery...	1683	Hides.....	270
Enamelware	548	Hogsheads, empty.....	5
Engines and parts.....	99	Hollowware.....	7
Exhibits.....	1	Hoops.....	698
Explosives.....	21	Hops.....	64
		Honey.....	4

Commodity	Tons	Commodity	Tons
Inks.....	13	Matches.....	1
Ingots.....	51	Meats, frozen.....	5499
Iron.....	2262	Meats, pickled.....	138
Iron bars.....	3	Medicine.....	6
Iron frames.....	5	Metalware.....	49
Iron, pig.....	164	Mica.....	40
Iron, scrap.....	2	Middlings.....	125
Ironware.....	11	Milk.....	2
Iron rods.....	2	Millinery.....	51
Iron sheets.....	53	Molasses.....	3613
Insulators.....	1	Molassine meal.....	57
Instruments, surgical..	2	Mohair.....	1
Instruments, all others.	8	Motors and parts.....	52
		Motor boats.....	68
Jewelry.....	10	Mustard.....	1088
Jute cloth.....	437	Mutton.....	473
		Musical Instruments...	23
Kerosene.....	24		
Lamb.....	1048	Nails.....	26
Lamps and lanterns....	6	Netting.....	142
Lard.....	15	Nutmeg.....	7
Lead.....	177	Nuts.....	572
Leather.....	204		
Leather goods.....	198	Oakum.....	5
Lime.....	4	Oatmeal.....	2
Lime juice.....	140	Oats.....	1863
Linoleum.....	168	Ochre.....	23
Liquors.....	4730	Oil, cocoa.....	1707
Litharge.....	80	Oil, cod liver.....	33
Lithophone.....	1071	Oil, essential.....	116
Live stock.....	1	Oil, linseed.....	75
Lumber... F. B.M...	7,995,771	Oil, lubricating.....	1230
		Oil, mineral.....	3
Machinery, mining.....	233	Oil, olive.....	61
Machines, washing....	1	Oil, seed.....	1
Machinery.....	2518	Oilcake.....	31
Magnesia.....	23	Oilman stores.....	42
Malt.....	2	Oilcloth.....	6
Marble.....	138	Onions.....	2071

Commodity	Tons	Commodity	Tons
Oxide.....	173	Potash.....	1136
Oyster shells.....	125	Pottery.....	1
Paint.....	284	Poultry.....	3
Paper.....	398	Porcelain.....	89
Paper bags.....	14	Preserves.....	227
Paper, blotting.....	24	Printed matter.....	76
Paper, carbon.....	1	Provisions.....	34
Paper, cigarette.....	5	Produce, cattle.....	2
Paper, drawing.....	2	Pulp, board.....	616
Paper filters.....	3	Pumice stone.....	4
Paper, printing.....	347	Pumps.....	10
Paper, proof.....	5	Putty.....	57
Paper, roofing.....	1	Plymax.....	6
Paper, tissue.....	4		
Paper, toilet.....	31	Quarries.....	128
Paper, wall.....	51		
Paper, wax.....	8	Radio and parts.....	11
Paper, wrapping.....	121	Rags.....	387
Paper, writing.....	42	Raisins.....	43
Paperstock.....	10	Rice.....	1802
Paste.....	4	Roots, vegetable.....	6
Paste, flour.....	1	Rope.....	181
Peanuts.....	668	Rope, cotton.....	2
Peas.....	354	Rosin.....	8
Peel.....	1	Rubber goods.....	102
Perfume.....	107		
Photo sundries.....	23	Sal-ammoniac.....	37
Pianos.....	2	Salt, coarse.....	1515
Pickles.....	231	Salt, table.....	7
Pineapple.....	813	Sand.....	5
Pipe.....	259	Seed.....	290
Pictures.....	1	Settlers' effects.....	322
Pipes, tobacco.....	39	Shingles.....	173
Pitch.....	16	Shooks.....	379
Plants.....	48	Shortening.....	2
Plaster.....	73	Silverware.....	35
Plumbage.....	51	Sisal.....	28
Polish.....	85	Skins.....	90
Pork, pickled.....	10		

Commodity	Tons	Commodity	Tons
Sheets, galvanized.....	211	Tinplates.....	99
Shovels.....	35	Tinware.....	69
Soap.....	120	Tobacco.....	72
Soap, laundry.....	59	Toilet Articles.....	56
Soap powder.....	1	Toys.....	173
Soda.....	224	Transformers.....	8
Solder.....	1	Turpentine.....	4
Sodium.....	421	Tubes, gas.....	465
Spices.....	450	Tubes, welding.....	5
Sponges.....	15	Twine.....	79
Sporting goods.....	44	Typewriters.....	3
Stationery.....	127		
Stearine.....	64	Varnishes.....	30
Steel.....	1152	Vegetables.....	226
Steel angles.....	2206	Vinegar.....	14
Steel arches.....	14		
Steel bars.....	6558	Wallboard.....	21
Steel channels.....	928	Waste.....	192
Steel frames.....	29	Waste paper.....	29
Steel plates.....	3778	Wax.....	592
Steel rods.....	1450	Whiting.....	621
Steel sashes.....	23	Wines.....	639
Steel sheets.....	467	Wire.....	664
Steel tubes.....	297	Wire netting.....	228
Stone.....	15	Wire rope.....	2156
Stores, Naval.....	4	Wire, steel.....	106
Stoves.....	1	Wood.....	76
Stout.....	8	Woodenware.....	129
Straw covers.....	35	Wool.....	1146
Sugar, raw.....	2115	Woollens.....	1065
Sulphur.....	87		
Sulphate of copper.....	68	Yarn, hemp.....	525
Sundries.....	86	Yarn, jute.....	232
Syphons.....	1		
Syrup.....	6	Zinc.....	20
Tallow.....	515	Zinc oxide.....	20
Tar.....	3	Zinc plates.....	195
Tea.....	11944	Zinc sheets.....	305
Telephone instruments.....	3		
			<hr/> 328,925



LOOKING SOUTH ALONG THE QUAY WALL. S. S. "WESTERLAND" AT BERTH 20 IN FOREGROUND.
S. S. "ASCANIA" AT BERTH 21 AND S. S. "CALIFORNIA" AT BERTH 22.

COMMODITY TONNAGE STATEMENT

EXPORTS

Commodity	Tons	Commodity	Tons
Acid.....	28	Bolts and nuts.....	107
Advertising matter....	10	Books.....	44
Agricultural Implements	79	Boots and shoes.....	125
Ale.....	414	Bottles, empty.....	93
Alcohol.....	50	Bottle caps.....	38
Alum.....	305	Bottles, thermos.....	3
Aluminium sheets.....	55	Bran.....	668
Aluminium ware.....	296	Brass.....	44
Aluminium ingots.....	225	Brass scrap.....	5
Aluminium Wire.....	6	Bread.....	1
Ammonia.....	354	Bricks.....	91
Ammunition.....	22	Bronze goods.....	9
Anchors.....	7	Brooms.....	14
Apples.....	73027	Bullion.....	59
Automobiles.....	11020	Buoys.....	3
Automobile parts.....	8250	Butter.....	821
Aerated water.....	24		
Asbestos.....	1849	Cable.....	294
Asphalt.....	14	Canned goods.....	3812
		Canvas Hese.....	3
Baby Carriages.....	2	Carbide.....	896
Bags, jute.....	355	Cardboard.....	20
Bags, paper.....	6	Carriages.....	1
Barley.....	5	Carpets.....	45
Barrels, empty.....	139	Caskets.....	31
Beef, frozen.....	6	Cattle.....	120
Belting.....	5	Cement.....	1858
Berries.....	1	Chain.....	109
Bicycles and parts.....	6	Chain and Shackles	23
Biscuits.....	253	Cheese.....	517
Blocks, wooden.....	87	Chemicals.....	95
Boats.....	6	Chinaware.....	1

Commodity	Tons	Commodity	Tons
Church Ornaments.	1	Firearms.	25
Cigars and cigarettes.	13	Fire-clay.	2
Clocks.	1	Fish, cured.	1296
Clothes pins.	452	Fish, dry.	18080
Coal, hard.	515	Fish, fresh.	12
Coal, soft.	282	Fish, pickled.	2419
Cobalt.	2	Flax.	2
Cocoa.	118	Flooring, hardwood.	57
Cocoa beans.	6	Flour.	57,957
Coffee.	19	Foxes.	297
Confectionery.	336	Fruit, dried.	692
Cooperage stock.	3859	Fruit, fresh.	24
Copper.	11	Furnaces.	2
Cork.	1	Furniture.	218
Corn, bagged.	196	Furs.	333
Cotton, raw.	23	Fuller's earth.	4
Drugs.	30	Gasoline.	57
Dry goods.	910	Glass.	74
Dental supplies.	5	Glassware.	11
Dogs.	1	Glue.	19
Dories.	10	Grain products.	346
Dyes.	3	Grain in bulk,	
Earthenware.	2	Wheat.	59,744
Eggs.	7	Rye.	30,333
Electrical apparatus.	903	Barley.	55,323
Engines.	39	Corn.	11,680
Engine parts.	42	Oats.	157,319
Explosives.	212	Gramophones and records.	19
Extracts.	14	Granite, monumental.	2
Feeds.	824	Grease.	53
Felt.	5	Grindstone.	5
Fertilizer.	203	Groceries.	966
		Gum, chewing.	29
		Gypsum and plaster.	3953

Commodity	Tons	Commodity	Tons
Hair.....	1	Machines, sewing.....	38
Hardware.....	2441	Machines, washing.....	19
Hats.....	180	Magnesia.....	20
Hay.....	2751	Matting.....	45
Hides.....	1	Meal, corn.....	449
Honey.....	2	Meal, fish.....	1171
Hops.....	1	Meal, linseed.....	40
Hoops.....	57	Meats, cured.....	480
Horses.....	18	Meats, pickled.....	362
		Medicine.....	115
Ink.....	30	Metal, scrap.....	8
Ingots.....	95	Metalware.....	40
Insulators.....	81	Meters.....	34
Iron.....	358	Middlings.....	418
		Milk.....	1208
Jewelry.....	1	Mink.....	1
		Mirrors.....	1
Kegs, empty.....	126	Molasses.....	94
Lamb.....	5	Mouldings.....	9
Lamps and lanterns...	10	Muskrat.....	2
Lard.....	132	Mustard.....	4
Laths.....	85	Nails.....	338
Leather.....	169	Nets, fishing.....	1
Lime.....	27	Nuts, edible.....	2
Lime Juice.....	1		
Lines.....	1	Oats, rolled.....	1562
Linoleum.....	30	Oats, bagged.....	992
Liquors.....	4709	Oatmeal.....	561
Live stock.....	36	Oilcake.....	246
Logs.....	66	Oilcloth.....	30
Lumber... F. B. M..	45,474,777	Oil.....	768
		Oil, fish.....	34
Machinery.....	229	Oil, oleo.....	24
Machinery parts.....	54	Oil, linseed.....	1
Machinery, mining...	18	Onions.....	13

Commodity	Tons	Commodity	Tons
Optical goods.....	1	Polish.....	5
Ore.....	25	Potatoes.....	22371
Oxide.....	44	Poultry.....	26
Oxygen.....	2	Pork, pickled.....	175
		Porcelain.....	2
Paint.....	872	Preserves.....	27
Paper, blotting.....	7	Printed matter.....	91
Paper, printing.....	268	Provisions.....	1673
Paper, carbon.....	2	Pumps.....	4
Paper, crepe.....	1	Puncheons, empty.....	20
Paper, Gum.....	13	Pulp.....	324
Paper, roofing.....	222	Putty.....	2
Paper, tissue.....	12		
Paper, writing.....	16		
Paper boxes.....	7	Radiators and parts...	5
Paper, rolls.....	59,187	Radio and parts.....	12
Paper bags.....	12	Rugs.....	145
Paper.....	1858	Razors and parts.....	66
Paper, wall.....	580	Raccoon.....	4
Paste.....	1	Refrigerators.....	16
Paving blocks.....	22	Rice.....	4
Peanuts.....	6	Rope.....	85
Peas.....	273	Rosin.....	1
Pectin.....	109	Rubber goods.....	1550
Perfume.....	1		
Pears, green.....	67		
Photo supplies.....	149	Salt.....	1326
Pianos.....	195	Scales.....	3
Pickles.....	32	Seeds.....	67
Pictures and frames...	1	Settlers' effects.....	318
Pipe.....	2883	Sheep.....	1
Pipe, earthenware.....	4	Shingles.....	557
Pipe, galvanized.....	3	Ship stores.....	2
Pipes, smoking.....	1	Shooks.....	677
Pitch.....	2	Shortening.....	23
Plants.....	15	Shovels.....	49

Commodity	Tons	Commodity	Tons
Silverware.....	3	Tubes, gas.....	419
Skins, cod.....	2	Twine.....	29
Skins, fox.....	10		
Soap.....	165	Umbrellas.....	1
Soda.....	21		
Spices.....	54	Valises.....	20
Sporting goods.....	2	Varnish.....	11
Staples.....	76	Vacuum cleaners.....	116
Starch.....	60	Vegetables, green.....	390
Stationery.....	16	Vehicles.....	23
Stillite.....	7	Vinegar, bulk.....	1
Steel.....	836		
Steel sheets.....	261	Wallboard.....	2177
Stoves.....	110	Waste.....	2
Stout.....	22	Wax.....	22
Surgical instruments...	2	Wheels.....	127
Sugar.....	3096	Wines.....	74
Syrups.....	35	Wire.....	336
Swine.....	2	Wire, cloth.....	24
Steel bars.....	713	Wire, coils.....	643
		Wire, copper.....	38
Talc.....	70	Wire, fencing.....	32
Tallow.....	1	Wire galvanized.....	5
Tar.....	81	Wire netting.....	29
Tea.....	238	Wire rope.....	5
Tires and tubes.....	1770	Wire scrap.....	4
Tinware.....	41	Wire, steel.....	563
Telegraph apparatus...	1	Woodware.....	1637
Tiles.....	467	Wrappers, straw.....	24
Telacco.....	730	Wool.....	68
Tcilet preparations...	4		
Toys.....	2	Yeast cakes.....	67
Tractors and parts...	47		
Trees.....	1		
Trunks, empty.....	68		
			<hr/> 561,743 <hr/>

GRAIN ELEVATOR.

The results of the operation of the Grain Elevator in 1929, the first complete year under the Commissioners, were most gratifying and encouraging. The quantity of grain shipped was 6,260,376 bushels against 2,740,933 bushels in 1928, an increase of 3,519,443 bushels or over 128%. As 1928 was in itself a record year, this is a very satisfactory showing.

The results month by month and classified according to grain are as follows:

January.....	1,586,749
February.....	1,443,244
March.....	661,206
April.....	1,335,653
May.....	584,110
June.....	319,204
July.....	83,669
August.....	44,421
September.....	41,001
October.....	49,914
November.....	77,774
December.....	33,431

6,260,376

This quantity was made up as follows:

Wheat.....	1,991,470
Corn.....	851,639
Rye.....	1,083,328
Barley.....	2,305,111
Oats.....	28,828

6,260,376

Amongst the steamers loading grain at the port was the "EMAN-UELE ACCAME," which took 537,588 bushels, which according to records is one of the largest shipments of grain ever shipped from any port. The S.S. "ALDEBARAN" took 446,360 bushels, and the

two liners "DORIC" and "MEGANTIC" which turned at Halifax also took a large quantity.

The shipment of Argentine corn through the port also showed a considerable increase.

The work of providing additional facilities for the shipment of grain was pushed on during the year. That this work was necessary is evidenced by the fact that at one time during the year the Elevator was filled to capacity and there were more than 1,000 cars in the Yards waiting to be elevated. Now with the capacity doubled, additional grain galleries and conveyors, Dockspout Towers for liners and a car dumper for unloading, the Elevator is in a very much better position for larger shipments and more expeditious handling.

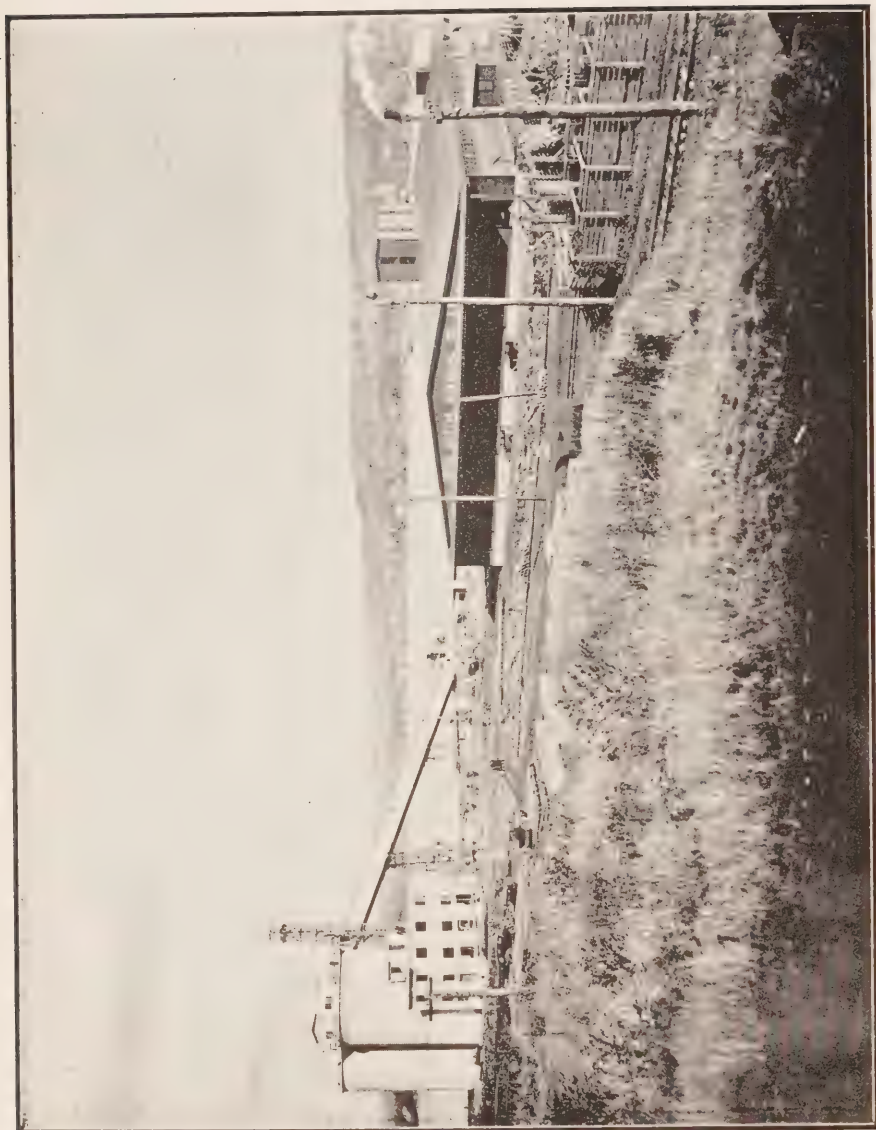
PIER 9.

The Commissioners decided to develop Pier 9 as an Industrial Sector and with that end in view have spent some money in putting the pier in good condition and contemplate a further extension in this vicinity. When their plans are complete, they hope to have all this property leased to industrial undertakings.

BRIDGE OVER HALIFAX HARBOUR.

On 30th March, 1929, the Halifax-Dartmouth Bridge Company Limited made application to the Commissioners for their approval of the construction of a bridge across the harbour from Halifax to Dartmouth.

The Commissioners set 1st May as the date for a public hearing of the application, and the application having received the approval of the Department of Public Works as required under the Navigable Waters Act and the approval of the Department of National Defence, the Commissioners, having heard the views of all interested parties and having gone carefully over the plans and specifications of the proposed bridge, approved of same at the site set down in the application.



INDUSTRIAL PLANTS AT PIER 9.

COLD STORAGE PLANT.

One of the recommendations of the Duncan Commission was carried into effect by the opening of the Nova Scotia Public Cold Storage Terminals Limited on 5th August, 1929. This plant, costing \$2,250,000, was built largely by private capital and received the approval of the Department of Railways and Canals and the Department of Agriculture under the Cold Storage Act. It is an enterprise of which the city and the province stood in great need, and a valuable addition to the port facilities.

HALIFAX SHIPYARDS.

This plant provides every requirement of a modern port in regard to the repair and overhauling of all classes of ships.

In addition, there is a modern and well equipped shipbuilding yard, which recently turned out the Icebreaker "N. B. McLEAN" to the order of the Federal Government.

Other undertakings which, whilst privately owned, contribute to the effective operation of the port are the Dominion Coal Company, the Imperial Oil Refineries, and the Halifax Towboat Company and the Eastern Towboat Company.

HARBOUR POLICE.

The Harbour Police carried out their duties efficiently during the year, patrolling the wharves and sheds and maintaining protection against fire and pilfering. During the year, members of the force attended First Aid Classes given by Mr. F. W. Freeman of the Canadian National Railways and gave the large number of 75 first aid treatments.

At the end of the year the force consisted of the Chief, three Sergeants and fourteen Constables. Six arrests were made during the year. The number of claims made on the Commissioners during the year on account of pilferage was very small.



SHED 20 AND OFFICES; S. S. "MINNEWASKA" ALONGSIDE

APPENDIX.

CHIEF ENGINEER'S REPORT.

Halifax, N. S.,
17th March, 1930

The President,
Halifax Harbour Commissioners,
Halifax, N. S.

Dear Sir:

I have the honour to submit the following Annual Report for 1929, covering the work of my department.

The following are the main items of construction and repair work carried out during the period from November 1st, 1928, to December 31st, 1929:

CONTRACTS.

Partial Reconstruction of Roof of Transit Shed No. 2. (south side).

Renewal of Roofing, Transit Shed No. 2 (north side).

Removal of Partitions, Floors, Fixtures, etc., Upper Floor, Transit Shed No. 2.

Installing electrically operated Escalators, Transit Shed No. 2.

Installing outside Loading Platforms, Transit Shed No. 2.

Installing new Electric Lighting System, Upper Floor, Transit Shed No. 2.

Re-glazing and repairing Steel Window Sashes, Transit Shed No. 2.

Renewing all the 6-inch C. I. Downspouts from Roof of Transit Shed No. 2.

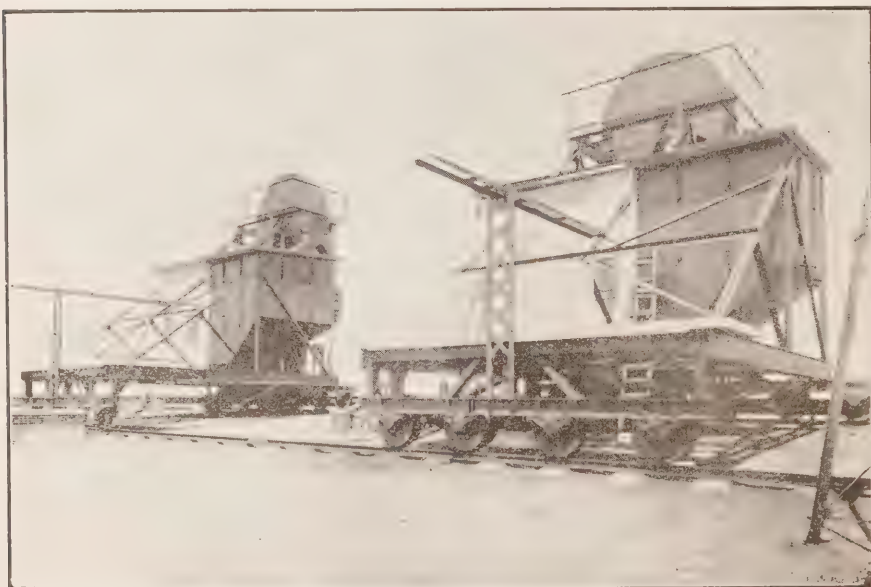
Removing old heating system and installing new heating system upper Floor, Transit Shed No. 2.

Renewing concrete Gutters and Lead Flashings, Transit Shed No. 2.

Transit Shed and Office Building, Berth No. 20.



FRAMEWORK OF TRANSIT SHED AT BERTH 27.



GRAIN HANDLING FACILITIES.

Travelling Dockspout Towers on roofs of Transit Sheds at Berths 21 and 22 to facilitate delivery of grain to any hatch of vessel at either berth.

Additions to Grain Elevator, (1,100,000 bushels capacity), nearing completion.

Paving Marginal Roadway, Ocean Terminals.

Restoration of Concrete, Transit Shed No. 2.

Construction of Concrete Platforms, Walls, Paving, etc., from Marginal Roadway to Office Building.

Construction of Transit Shed No. 27 (nearing completion).

Construction of Additions to Grain Conveyors (nearing completion).

Installing Mastic Flooring, Transit Shed No. 23.

Installing Mastic Flooring, Transit Shed No. 25.

Installing one Grain Car Dumper at Elevator.

The major items of repair and new work undertaken are as follows:

WHARVES.

Pier No. 9.

Fifty thousand cubic feet of timber cribwork was repaired on east face of Pier No. 9.

Pier No. 4.

The sub-structure was reinforced with posts, stringers and bracings to strengthen the floor of Transit Shed, 435 feet by 56 feet.

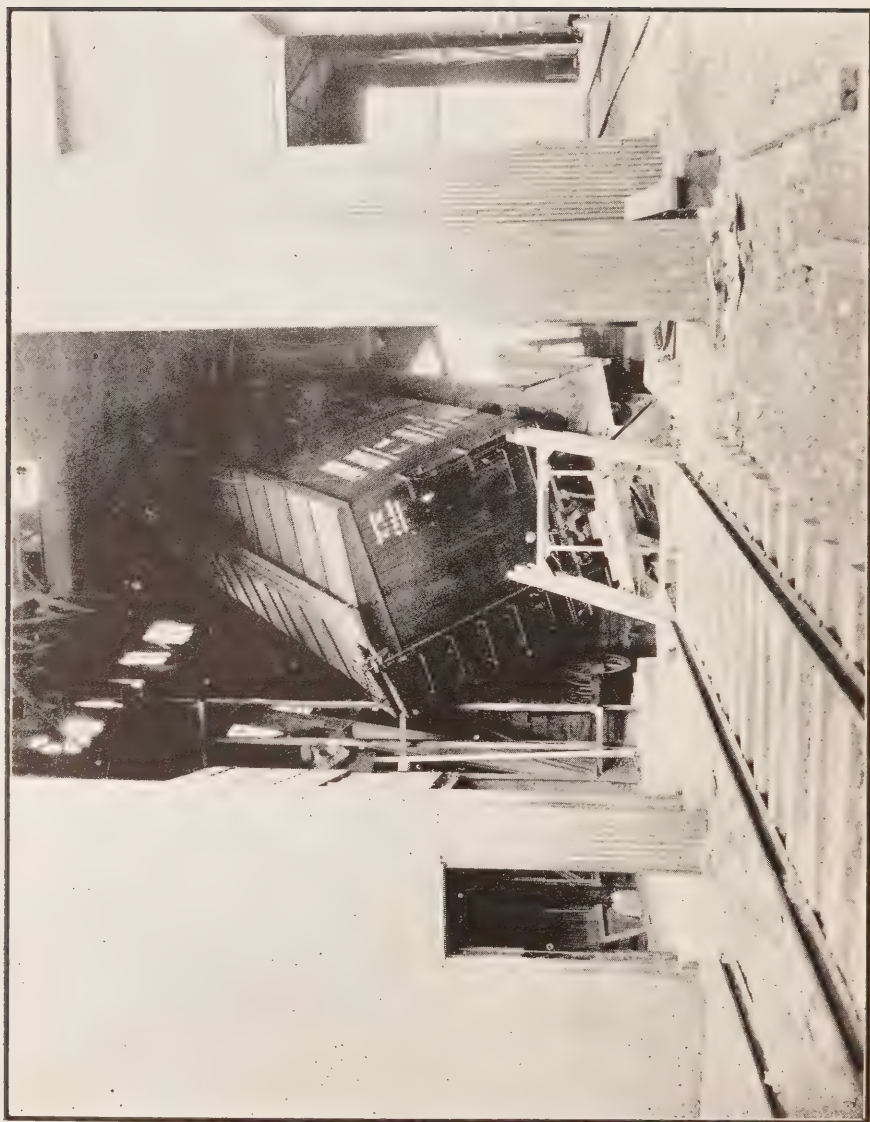
Pier No. 2.

The frost-protection lagging on substructure concrete piling was repaired and renewed. Area, 700 feet by 225 feet.

BUILDINGS.

Transit Shed No. 2.

Entire roof renewed. Area, 694 feet by 202 feet.



ELEVATOR UNLOADING HOUSE, SHOWING CAR DUMPER OF THE METCALF SUSPENDED TYPE.

Second Floor—Old Immigration Facilities, offices, hospital, plumbing, heating system, etc., removed; new heating and lighting systems installed; electric escalators installed to operate between floors; outside cargo platforms installed; all performed to convert this floor into a heated storage. Area, 694 feet by 200 feet.

Transit Shed No. 20.

Transit Shed No. 20 was constructed. It is of structural steel and concrete, is 595 feet long by 95 feet wide, and is used for handling cargoes and passengers. Two storeys were added to this shed to provide office accommodation for the Commissioners and staff.

Transit Shed No. 23.

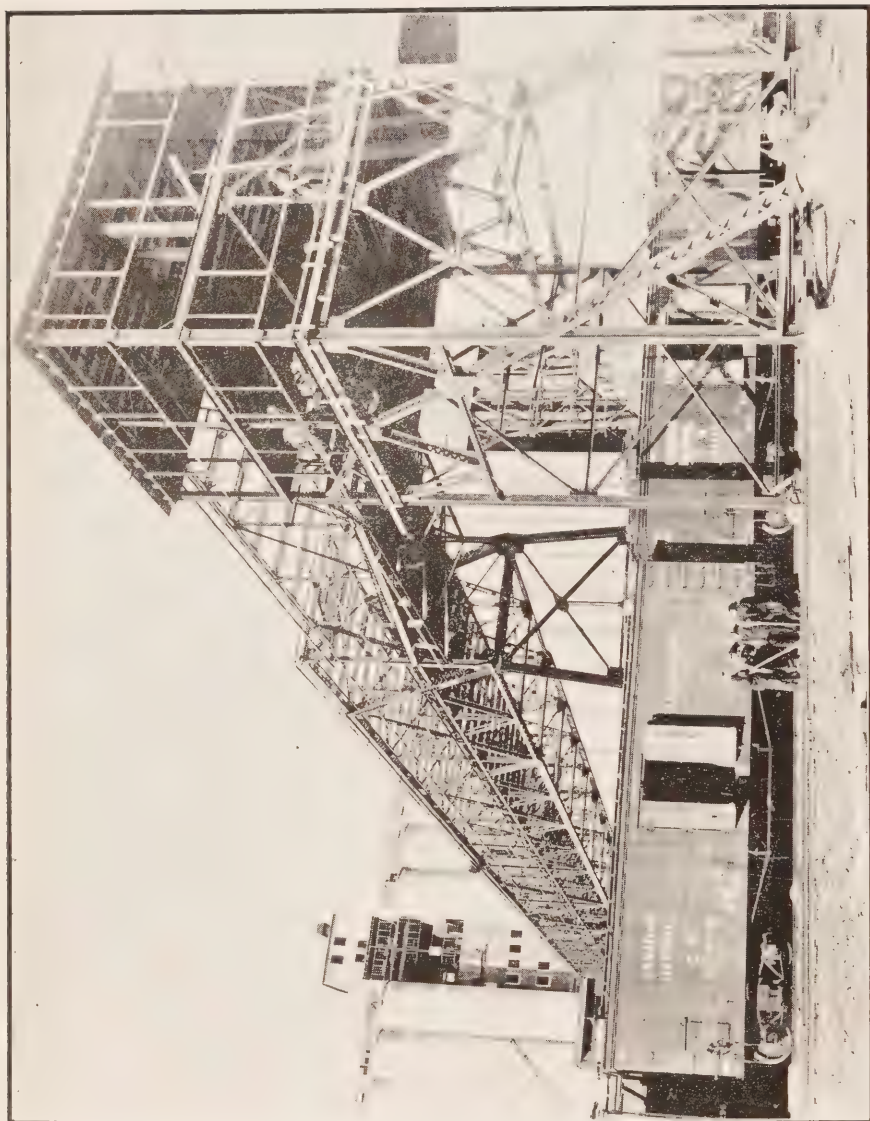
An extension to Transit Shed 23, 110 feet long by 90 feet wide, was erected, connecting Shed 23 with Shed 22. Concrete foundations and floors, concrete pipe tunnel, mastic finish on concrete floors, etc., were placed under shed and extension. Fifteen hundred cubic yards of filling were required. Shed is of timber frame construction. Present size is 505 feet by 90 feet. Used as a cargo shed.

Transit Shed No. 25.

Under this Shed there was placed concrete foundations and floors, concrete pipe tunnel, mastic finish on concrete floors, etc. Seven thousand cubic yards of filling were required. Shed is of timber frame construction, is 598 feet by 91 feet, and is used as a cargo shed.

Transit Shed No. 27.

This is a new single-storey Shed. It is constructed of concrete and structural steel, having concrete floors with mastic finish, concrete pipe-tunnel, etc. Shed is 655 feet by 91 feet, and has a track shed, also of concrete and structural steel, which covers three railway sidings. Track shed is 655 feet by 43 feet. Work is nearing completion and this Shed will be placed in commission shortly. It will be utilized as a cargo shed.



CONSTRUCTION WORK ON THE GRAIN GALLERIES. THE SPAN IN THIS PICTURE IS THE LONGEST
DESIGNED BY THE JOHN S. METCLAF COMPANY LIMITED FOR ANY GRAIN GALLERY.

Grain Elevators.

An addition of 1,100,000 bushels capacity, together with a Shipping House, is being made to the Grain Elevator. This work is nearing completion and will be placed in commission shortly.

Additions to Grain Conveyors.

Addition of 1912 lineal feet of new two-belt galleries is being made to the existing gallery system. These galleries extend from the new shipping-house at the Elevator to the Docks, and will provide for two additional shipping belts. Work is well advanced, and will be placed in commission shortly.

Grain Galleries, Berths 21 and 22.

When Transit Sheds 21 and 22 were constructed, provision was made for a gallery along dock sides. This gallery has been equipped with two shipping belts and all necessary machinery. A unique feature of this installation is two electrically operated travelling dockspout towers which travel on the top of the roofs of the Transit Sheds and carry dockspout to position in which it is to operate. Total length of galleries is 1265 feet.

Car Dumpers.

The Unloading House at the Grain Elevator was altered so as to accommodate a car dumper. One car dumper of the Metcalf suspended type, having a capacity of unloading seven cars per hour, is being installed therein. This work is nearing completion and will be placed in commission shortly.

PAVING.

Marginal Roadway, Ocean Terminals.

The Marginal Roadway, from the car barns of the Nova Scotia

Light and Power Company, Limited, to the south end of the fish-handling building of the Nova Scotia Public Cold Storage Terminals, Limited, together with approaches to Transit Sheds 22 and 25 and to the Commissioners' office building, was paved. This involves some 4500 lineal feet by 22 feet width, or 11,000 square yards, of roadway, together with railway crossings, catch-pits, to take care of surface drainage water, etc. Paving consists, generally, of scoria block paving laid over a reinforced concrete base.

SEWERS AND WATER MAINS.

Pier No. 9.

Six hundred lineal feet of 6-inch water main, together with three fire hydrants, was installed.

Six hundred lineal feet of new 9-inch vitrified pipe sewer was installed.

Transit Sheds Nos. 23, 25 and 27.

New Water mains were installed in the tunnels under the floors of Transit Sheds 23, 25 and 27, for the purpose of supplying vessels with water, and also for fire protection. New fire standpipes were taken from these mains and are distributed throughout the length of the Sheds. Each of these standpipes have been equipped with wall reels, and 50 lineal feet of 2½ inch cotton rubber-lined fire-hose with nozzles.

STEAM SEPARATION LINE.

At the Ocean Terminals, in order to separate the steam supply to the Immigration Facilities and offices at Transit Shed No. 21, a new 6-inch steam supply line with a 3-inch return line thirteen hundred and fifty feet long has been installed between the car barns of the Nova Scotia Light and Power Company, Limited, and the central building, connecting Transit Sheds Nos. 21 and 22. This line also supplies steam to the Commissioners' office building.

STEAM HEATING LINE.

At Deep Water Terminals, the timber Transit Sheds Nos. 3 and 4 were heated with stoves, constituting a serious fire hazard. A new 3-inch steam line was installed from the Power House to these sheds. This line is 925 feet long. Steam heating was installed to these sheds from this main.

ELECTRIC SEPARATION LINES.

The electric current necessary for our Facilities is supplied by the Nova Scotia Light & Power Company, Limited, through transmission lines owned and controlled by the Canadian National Railways. At the Ocean Terminals, this arrangement was found not to operate satisfactorily, owing to frequent service interruptions. We decided to install a 22,000 volt outdoor substation, and to take our electrical supply direct from the main transmission lines of the Nova Scotia Light & Power Company, Limited.

This substation is located west of the Marginal Roadway, about opposite Transit Shed No. 25.

The foundation for this substation was constructed, and three 900 K. V. A. transformers ordered and delivered. The balance of the necessary equipment is on order, and work will be completed and placed in operation early in 1930.

STORAGE SPACES.

The following storage spaces are available for shippers who do not desire immediate shipment of goods, viz,—

Ocean Terminals.

Upper Floor of Transit Shed No. 22,—area 625 feet by 95 feet, or 59,375 square feet.

Deep Water Terminals.

Upper Floor of Transit Shed No. 2 — area 694 feet by 202 feet, or 140,180 square feet. This storage space is adequately heated so as to safely care for goods perishable from frost.

Pier No. 9.

Open storage area, 100 feet by 250 feet, or 25,000 square feet, is available for cargoes which are unaffected by the elements.

DOCK CURBS.

On the coping of dock along Berth No. 20 and North Return wall a timber curb 8 inches by 8 inches, resting on two-inch chocks, was placed, being anchor-bolted to the granite coping at intervals. Total length of curb placed is 734 lineal feet. This curbing is placed as a safety measure and to prevent longshoremen and others from slipping over edge of dock when mooring vessels, etc.

GANGWAYS.

Nineteen Cargo Gangways, 37 feet long by 7 feet wide, also 9 Passenger Gangways, 40 feet long by $3\frac{1}{2}$ feet wide, were made and placed in operation at various Transit Sheds.

ROADWAYS.

The Roadway giving entry to and along Deep Water Terminals was re-surfaced with gravel, seven railway crossings were re-planked and 10 storm-water catchpits placed along roadway.

A new Roadway, together with the necessary culverts, ditches and railway crossings, was constructed from Barrington Street to Pier No. 9. This roadway is 1800 feet in length and has an average width of 18 feet.

The Roadway situate on Pier "A" was approximately one-half re-surfaced with gravel, a length of 625 feet by a width of 16 feet. Six storm-water catch-basins were placed along this roadway.

Re-surfaced Roadway entrances to Transit Sheds 21, 22, 23, 24 and 28, with crushed rock.

GAS MAINS.

At the Ocean Terminals the gas supply main was formerly carried in a wooden tunnel belonging to the Canadian National Railways. This tunnel was being removed, and during the season a new 6-inch gas main was installed from the power house of Nova Scotia Light and Power Company, Limited, to the Immigration Facilities. This gas main is 500 feet in length.

EXAMINATION.

A complete survey of subaqueous conditions was made by a diver at all Docks and Piers at Ocean Terminals, Deep Water Terminals and Pier No. 9.

MAINTENANCE.

A Maintenance Force was at work throughout the year, and in addition to ordinary patching, carried out the following important repairs:

WHARVES.

Repaired cribwork of head wall of Basin between Piers Nos. 3 and 4; also erected fences and laid plank walkways at this point.

Repaired cribwork of head wall of Basin between Piers Nos. 2 and 3; also erected fences and laid plank walkways at this point.

Repaired decking of Piers Nos. 3 and 4, and along head wall of Basin between these piers.

Reinforced piling along both sides of Pier No. 3 at points where floating fenders are located.

Placed plank retaining wall along west end of concrete decking, Pier No. 2.

Made four new coir spring mooring lines for docks.

TRANSIT SHEDS.

Constructed new gutters, cornices and downspouts on Transit Sheds Nos. 3 and 4.

Repaired roofs of Transit Sheds Nos. 3 and 4, and gave them entire coatings with roof cement.

On Transit Shed No. 3—closed up old louvre openings along both sides of monitor top, and installed 10 large copper ventilators in monitor roof.

Painted Transit Sheds Nos. 2, 3 and 4, blacksmith shop, carpenter shop and store-room, Deep Water Terminals.

Repaired cracks in concrete walls of Transit Shed No. 2.

Removed skylights from roof on north side of Transit Shed No. 2 covered openings and repaired roof.

Repaired all doors on both sides of Transit Shed No. 2.

Extended blacksmith shop and renewed roofs of same; also renewed roof on store-room, Deep Water Terminals.

Built new Customs and Shipping Offices in Transit Shed No. 3.

Made, painted and lettered 95 traffic and Transit Shed signs.

Built new offices and hot room, Transit Shed No. 28.

Painted Transit Shed No. 22, both sides, top floor.

Boarded in all monitor windows on south side, Transit Shed No. 23.

Placed steel baffle-boards for weather protection on all dockside doors, Transit Sheds Nos. 20 and 23.

Supplied and placed 45 storm windows on Immigration Facilities

GRAIN GALLERIES.

Wire-brushed, scraped and painted all iron work in Grain Galleries, and tightened up all bolts and tie-rods.

ELECTRICAL SERVICES.

Installed transformers and power circuits for escalators, Transit Shed No. 2.

Reconditioned freight elevator, Transit Shed No. 2.

Changed over primary distribution system, from 2200- to 4000-volts, between Nova Scotia Light & Power Company, Limited, and our system at Deep Water Terminals.

Installed cable and main switch equipment for power supply to Grain Galleries 21 and 22.

Installed transformers and power circuits for fruit handling equipment, Transit Shed No. 28.

Installed new transformers and switching equipment at Grain Elevator outdoor substation.

In addition to the foregoing, considerable rearranging of lights, placing lights in new offices, etc., was carried on; also general maintenance and servicing of equipment on all facilities was carried out by the electrical staff.

The Electrical Inspector inspected, where necessary, all installations either for power or lighting purposes, on all contract works; also, the electrical staff were responsible for general maintenance on all Grain Facilities such as blowing out all motors, repairing motors, belt repairs, replacing clutches on car pullers, servicing the mechanical and electrical equipments, scales, etc.

All electrical services have been under constant patrol both day and night.

STEAM AND WATER SERVICES.

Transit Shed No. 2.

Installing heating system and toilets in Billing Clerk's offices:

Extending drip lines from Main Steam Pipes of Wing Heating System, top floor, through east end of Transit Shed, and changing traps on this system.

Extending water supply mains, for supplying vessels with water, down under lower floor and out under doors.

Transit Shed No. 21.

Re-locating steam supply main overhead in passage-way, top floor, to permit installation of Grain Gallery spouting.

Transit Shed No. 22.

Installing steam heating in Steamship Companies' offices on upper floor.

Transit Sheds Nos. 20 and 21.

Installing Wing Unit Heaters in stevedores' gear rooms for purpose of drying out tackle, etc.

Steam and Water Services throughout all facilities have been under constant supervision both day and night.

GENERAL.

Life Saving.

The usual precautions were taken to facilitate the saving of life, and we have purchased additional life preservers, with flares, ropes, ladders and gaffs. - Each pier has been equipped with two life preservers and the necessary equipment to save life. No loss of life has resulted through falling into the docks, although there have been many narrow escapes.

Fire Prevention.

All hydrants on Harbour Commission property are inspected daily and kept in readiness for service. Reels, with hose, wrenches, axes, etc., were provided and housed in the reel house outside of the piers.

At Transit Shed No. 24, we have an electrically operated pump which can provide salt water for fire-fighting purposes.

On all wooden piers, fire barrels filled with salt brine, and a rack containing ten fire buckets, are provided.

At Transit Sheds Nos. 2, 20, 21, 22, 23, 24, 25 and 27, monitor type fire hydrants are installed, and at each outlet there is a fifty-foot length of fire hose with nozzle attachment.

Transit Sheds Nos. 23, 24, 25 and 28 are equipped with a fifty-gallon fire extinguisher on wheels, with a hundred feet of hose attached. (These extinguishers are filled with sulphuric acid and bicarbonate of soda solution).

Five gallons of acid and a hundred pounds of soda are always on hand, in case of fire aboard a vessel, for recharging extinguishers.

The upper floors of Transit Shed No. 22 and the Immigration Quarters are equipped with monitor type nozzles and hose, which are placed at convenient positions throughout the buildings.

The entrances to the Piers are equipped with pyrene extinguishers for the prevention of automobile fires. These are also placed on the Immigration Ramp.

The grain galleries leading into the Piers are equipped with fire extinguishers of five-gallon size, containing a non-freezible and non-conducting fluid. These are also installed near the motors which operate the grain galleries.

Similar extinguishers are also installed at our Deep Water Terminals.

At Transit Sheds Nos. 23, 24, 25 and 28, and also at Pier No. 2, we have installed auxiliary fire alarm boxes which connect with the City Alarm Boxes Nos. 126 and 127.

We have 5000 lineal feet, in lengths of 50 feet coupled, of $2\frac{1}{2}$ " cotton rubber-lined hose with standard nozzles and couplings; also wall brackets with reels. For the Deep Water Terminals we have new reels with hose.

All waste materials removed from railway cars or transit sheds are burned each day in the incinerator provided by the Commissioners.

During the past year, no fires have occurred on our premises.

Fire Department.

A volunteer fire department has been organized, the Chief of Police being its head and the Inspector of Steam and Water Services second in command. This fire department comprises employees from every department operating the maintenance of the Commissioners' properties. Police and other members are instructed as to the method of operating the water valves and equipment to fight a fire. If a fire occurs, the City Alarm is given, and our fire department

handles the fire until the arrival of the city fire-fighting apparatus, when our fire department will continue rendering assistance to the city fire department if requested to do so. The same applies to the Canadian National Railways, if a fire occurs within their boundaries. Close co-operation is maintained with the Canadian National Railways volunteer fire department.

Watering of Vessels.

Each pier is equipped with stand pipes and valves; also meters for the convenience of vessels requiring fresh water for engine room or domestic service. This equipment is available day and night. Water can be released at the rate of sixty tons per hour at each connection. During 1929, 122,295 tons of water, or 24,459,018 gallons, were supplied vessels.

Claims.

Total claims paid for year ended 1929 amounted to \$133.92. This amount covered one claim for a bag of pepper, amounting to \$70.69, the balance being made up of damages to flour by rats and leakage of shed roof. Claims for pilferage were practically nil.

When the properties were taken over by the Commissioners, many of them were not in a good state of repair, and while very considerable repair work has been performed, there still remains considerable repair work to be performed. We anticipate that by the end of 1930 this will have been completed and that all of our facilities will be in first-class condition.

Key Plans are attached which show our various Terminals and give detailed information concerning the facilities of same.

HALIFAX HARBOUR COMMISSIONERS.

A. G. TAPLEY,

Chief Engineer.

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THE
PORT of HALIFAX
CANADA



Annual Report
1930

ANNUAL REPORT

OF THE

HARBOUR COMMISSIONERS

OF

HALIFAX

CANADA

FOR THE YEAR 1930

COMMISSIONERS

E. C. PHINNEY, President.
J. L. HETHERINGTON.
F. P. MERCHANT.

OFFICERS

J. J. MACDONALD, M.E.I.C., A.M.Inst.C.E., etc.,	Chief Engineer.
F. C. CORNELL, F.S.S. - - - - -	Traffic Manager.
F. W. DONKIN - - - - -	Chief Accountant.
CAPTAIN A. E. TAYLOR - - - - -	Harbour Master.
V. D. DURING - - - - -	Elevator Superintendent
ALAN S. MARTIN, A.C.I.S. - - - - -	Secretary.

Halifax, N. S.,
Canada
18th April, 1931.

THE HON. ALFRED DURANLEAU, P.C., M.P.,
Minister of Marine,
Ottawa.

Sir:

We have the honour to submit our report on operations for the
year ended 31st December, 1930.

We have the honour to be, Sir,
Your obedient servants,

E. C. PHINNEY, President.
J. L. HETHERINGTON,
F. P. MERCHANT,
Harbour Commissioners.

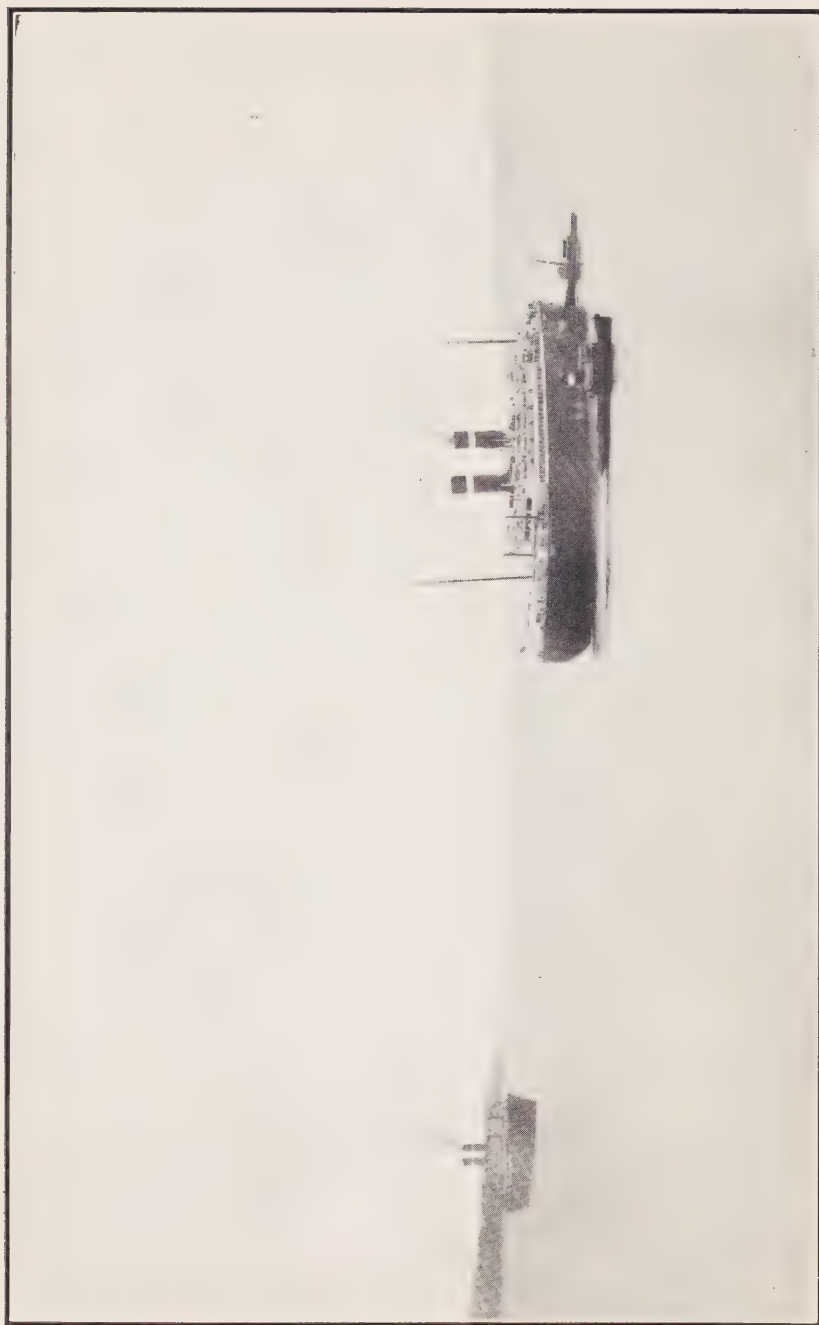
ANNUAL REPORT

1930

The present Halifax Harbour Commissioners were appointed to office under authority of P. C. 2209, dated 20th September, 1930, and took the oath of office on the 24th day of September, 1930.

Following an intensive study of conditions as then existing at the Port of Halifax, the Commissioners proceeded to re-organize a number of the administrative and operating factors involved, with the idea of effecting an organization divided into major departments with a responsible and trained official at the head of each department. This required a re-organization of such departments as existed when this Commission took over office and in addition, the organization of a Traffic Department. The Commissioners hold the opinion that the securing and maintaining of an ever-increasing flow of traffic through the port is one of the most important features in port administration, and because of this, a great deal of attention has been given to the organization of a Traffic Department. The Commissioners are pleased to be able to state that this department to date has fully justified its existence in the new traffic which it has been able to attract to the port over the short period during which it has been in operation. To a major extent, the success of this Department up to this time is due to Mr. F. C. Cornell, who was engaged to organize and administer the department.

Shortly after the present Commissioners assumed office, the services of Mr. J. J. Macdonald were secured as Chief Engineer of the Commission. Mr. Macdonald's previous experience, not only in connection with the development of the Port of Halifax, but also in connection with engineering projects of magnitude in different countries has admirably fitted him to assume this most responsible position, and the Commissioners wish to express their appreciation for the very high order of service which Mr. Macdonald is rendering through his department. The other major departments of the Commission were well advanced in their re-organization as of the end of the year 1930, and the Commissioners feel that this method of organization by departments with responsible



Entrance to Halifax Harbour.
S.S. Pennland (16,322) putting to sea and S.S. Volendam (15,434) arriving in Port.

department heads reporting directly to the Commissioners rather than the employment of a port manager, is the most successful one that can be employed at the Port of Halifax under present conditions.

The Commissioners wish to emphasize the fact that the operation of the Port of Halifax must of necessity be conducted in the face of extreme competition from well equipped and well operated American ports on the Atlantic seaboard. In view of this, the Commissioners are strongly of the opinion that a programme of further development of port facilities should be carefully prepared covering a period of years. While this port is well equipped in many respects, there are many urgently required facilities which it does not possess at the moment, and which must be provided if we are to be in a position to meet the serious competition with which we are continuously faced. The maintenance and operation of the port of Halifax as a great National terminal port can only be justified if its use is continuously increased as time goes on; but we must point out that it is too much to expect a continuing greater use of the port unless additional facilities are provided as required, which will attract tonnage and traffic and will give that factor which is so essential to shipping—quick, efficient and cheap despatch.

Halifax in common with other ports throughout the world, has felt and is still feeling the effects of the world-wide economic depression. This is reflected in the statements of cargo and shipping tonnage which appear elsewhere in this Report. However, the Commissioners feel that, largely because of the organization of the Traffic Department, they have been able to maintain the volume of tonnage and traffic to as high a point as could be expected under present conditions.

The number of immigrants entering Canada through the port, and, consequently, the number of passenger liners were adversely affected by the serious conditions existing in the Prairie Provinces, and because of this, there has been a heavy falling off in liner tonnage entering the Port of Halifax.

The Commissioners wish to express their appreciation of the assistance given them by the Honourable The Minister of Marine and the officers of his department, in dealing with the many difficult problems with which they have been faced since assuming office.



Two Furness Line Ships.

A passenger liner at Pier 4 and a modern freighter at Pier 3.

CARGO TONNAGE FOR 1930

As will be seen from statements accompanying this report, the total cargo tonnage passing over wharves controlled by the Halifax Harbour Commissioners was 799,272.

This represents a decrease in cargo tonnage from 1929 of a little over 100,000. Had it not been for a decrease in grain exports of approximately 150,000 tons it will be seen that there would have been a substantial increase.

The Commissioners do not control all the wharves in the Harbour and the total cargo tonnage for the Calendar year is therefore very much in excess of the above figures, being estimated at 1,825,000. This represents a decrease of approximately 25,000 tons from the previous year.

From the standpoint of a well-balanced traffic through the port and also from the standpoint of an increase in traffic tonnage, continuous efforts must be made to provide for increased grain shipments through this port. The Port of Halifax operates 365 days of the year and it is lamentable to have to state that large quantities of Canadian grain are exported through foreign ports, resulting in the Port of Halifax securing little or none of this traffic, when this port is well equipped to handle a fairly large proportion of this export grain business. The solution of this problem rests to a large degree upon the question of rail rates and the Commissioners maintain that in developing this port as a great Canadian Eastern Terminal Port, provision must be made whereby an adequate quantity of Canadian grain will be exported through Halifax on a permanent basis. The Port of Halifax will never achieve a point of efficient operation to which its position entitles it until a proper solution is found which will direct an ever-increasing flow of grain traffic through the port.

FINANCIAL STATEMENTS

Financial statements relative to the period covered by the last Annual Report did not appear in that Report and the Commissioners have decided to publish those as well as the statements for the year 1930, so that the whole record will be complete from the beginning of the operation of the Harbour under Harbour Commissioners.

BALANCE SHEET as at March 31st, 1929

ASSETS

Capital Expenditures.

Grain Conveyors.....	\$ 85,910.73	
Reconstruction Pier 2.....	42,896.86	
Shed and Office Building, Pier 20.....	30,509.11	
Miscellaneous Construction.....	870.80	
Plant and Equipment.....	39,615.05	
Office Furniture and Fixtures.....	5,858.72	
	<hr/>	\$205,661.27

Current Balances.

Accounts Receivable.....	\$110,536.36	
Cash on Hand.....	102.97	
Stores and Material.....	7,402.45	
	<hr/>	\$118,041.78

Contract Deposits, per contra.

Cash in Savings Bank.....	\$ 3,480.00	
Dominion Government Bonds, at par.....	25,000.00	
	<hr/>	28,480.00
		<hr/> <hr/>
		\$352,183.05

Statement of Revenue and Expenditure from January 11th, 1928, to March 31st, 1929

REVENUE

Wharfage.....	\$ 70,646.68	
Storage.....	8,985.92	
Dockage and Water.....	39,671.21	
Elevator Charges.....	34,760.49	
Rentals.....	13,028.78	
Harbour Master's Fees.....	5,329.50	
Miscellaneous Revenue.....	3,498.29	
Discount.....	300.39	
	<hr/>	\$176,221.26
		<hr/> <hr/>

C. W. ACKHURST, Commissioner.

F. W. DONKIN, Chief Accountant.

Halifax, Nova Scotia,
July, 6th, 1929.

BALANCE SHEET as at March 31st, 1929

LIABILITIES

Debenture Indebtedness.		
To Dominion Government, Series A. due 1954.		\$ 30,000.00
Capital Account.		
Royal Bank of Canada.	\$148,654.29	
Accounts Payable.	26,638.41	
Accrued Wages.	181.07	
Accrued Interest on Debentures, Series A.	187.50	
		<u>175,661.27</u>
		\$205,661.27
Current Account.		
Royal Bank of Canada.	\$ 71,016.79	
Accounts Payable.	20,227.04	
Accrued Wages.	471.80	
		<u>91,715.63</u>
Current Operating Account, Surplus.	26,326.15	
		<u>\$118,041.78</u>
Deposits on Contracts.		
Per contra.		28,480.00
		<u>\$352,183.05</u>

Statement of Revenue and Expenditure from January 11th, 1928, to March 31st, 1929

EXPENDITURE

Deepwater and Ocean Terminals—		
Maintenance and Operating Charges.	\$ 63,860.70	
Grain Elevator and Galleries—		
Maintenance and Operating Charges.	44,229.72	
Administration—		
Salaries and Expenses.	39,692.84	
		<u>\$147,783.26</u>
Interest on Bank Advances.	2,111.85	
Surplus for the period.	26,326.15	
		<u>\$176,221.26</u>

Audited and Verified

CROWELL, BALCOM & Co.

HARVEY E. CROWELL,

Chartered Accountants.

BALANCE SHEET as at December 31st, 1929

ASSETS

Capital Expenditures.

Harbour Development in General.....	\$109,185.55	
Piers, Wharves and Basins.....	122,334.87	
Plant and Facilities.....	80,561.46	
Grain Elevator System.....	698,536.94	
Permanent Sheds and Facilities.....	801,377.14	
Operating Equipment.....	17,882.73	
	<hr/>	\$1,829,878.69

Current Balances.

Accounts Receivable.....	\$142,380.08	
Cash on Hand.....	165.65	
Stores and Material.....	24,065.39	
	<hr/>	166,611.12

\$1,996,489.81

Contract Deposits, per Contra.

Cash in Savings Bank and on hand.....	\$ 6,243.50	
Dominion Government Bonds, at par.....	325,000.00	
Call Loan, Montreal Trust Company.....	93,500.00	
	<hr/>	424,743.50
		<hr/>
		\$2,421,233.31

Statement of Revenue and Expenditure from April 1st, 1929, to December 31st, 1929

REVENUE

Wharfage.....	\$ 73,702.20	
Storage.....	14,095.80	
Dockage and Water.....	48,660.34	
Elevator Charges.....	25,874.95	
Rentals.....	68,123.31	
Harbour Master's Fees.....	1,762.00	
Miscellaneous Revenue.....	5,431.27	
Discount.....	242.99	
	<hr/>	\$237,892.86
Deficit for the period.....	25,868.35	
	<hr/>	\$ 263,761.21

PETER R. JACK, President.

F. W. DONKIN, Chief Accountant

Halifax, Nova Scotia,
February 14th, 1930.

BALANCE SHEET as at December 31st, 1929

LIABILITIES

Debenture Indebtedness.	
To Dominion Government, Series A, due 1954.....	\$ 435,000.00
Royal Bank of Canada.....	1,251,443.23
Accounts Payable.....	\$295,817.07
Accrued Wages.....	6,392.54
Accrued Interest on Debentures Series A.....	7,379.17
	<hr/> 309,588.78
Current Operating Account, Surplus.....	457.80
	<hr/> \$1,996,489.81
Deposits on Contracts, per contra.....	424,743.50
	<hr/> <u><u>\$2,421,233.31</u></u>

Statement of Revenue and Expenditure from April 1st, 1929, to December 31st, 1929

EXPENDITURE

Deepwater and Ocean Terminals—	
Maintenance and Operating Charges.....	\$125,179.01
Grain Elevator and Galleries—	
Maintenance and Operating Charges.....	59,390.48
Administration—	
Salaries and Expenses.....	57,332.72
	<hr/> \$241,902.21
Interest on Bank Advances.....	\$20,413.28
Interest on Debentures.....	1,445.72
	<hr/> \$ 21,859.00
	<hr/> <u><u>\$ 263,761.21</u></u>

SURPLUS ACCOUNT

Balance forward March 31st, 1929.....	\$ 26,326.15
Deficit for the period, per above statement.....	25,868.35
	<hr/> \$ 457.80
Balance carried forward, December 31st, 1929.	<hr/>

Audited and Verified, **CROWELL, BALCOM & Co.**
HARVEY E. CROWELL,
Chartered Accountants.

BALANCE SHEET

as at December 31st, 1930

ASSETS

Capital Expenditure.

Harbour Development in general.....	\$ 178,633.63
Real Estate Purchases.....	2,707.78
Piers, Wharves and Basins.....	2,932,880.47
Plant and Facilities.....	153,846.14
Grain Elevator System.....	906,291.39
Permanent Sheds and Facilities.....	1,341,169.94

5,515,529.35

Operating Equipment..... 44,937.91

\$5,560,467.26

Current Balances.

Accounts Receivable.....	\$ 233,510.43
Cash on hand.....	4,124.54
Stores and Material.....	27,711.97

265,346.94

\$5,825,814.20

Contract Deposits, per contra.

Cash in Savings Bank.....	\$ 2,356.14
Call Loan, Montreal Trust Co.....	66,898.15
Bonds, Dominion of Canada, at par.....	290,000.00
Bonds, Province of N. S., at par.....	10,000.00
Guarantee Fund, The Royal Trust Co.....	24,436.90

393,691.19

\$6,219,505.39

Statement of Revenue and Expenditure for the Year Ending December 31st, 1930

REVENUE

Wharfage.....	\$ 139,205.79
Storage.....	15,566.66
Dockage.....	57,140.26
Water.....	12,566.87
Grain Elevator.....	110,240.29
Rentals.....	68,108.97
Harbour Master's Fees.....	3,452.50
Miscellaneous.....	14,259.96
Discount.....	705.82

\$ 421,247.12

E. C. PHINNEY, President.

F. W. DONKIN, Chief Accountant.

Halifax, Nova Scotia,
April 9th, 1931.

BALANCE SHEET

as at December 31st, 1930

LIABILITIES

Debenture Indebtedness—

Department of Finance, Ottawa.

Series "A", 5% due 1954.....	\$ 500,000.00	
Series "B", 5% due 1955.....	4,116,000.00	
	<u>4,616,000.00</u>	\$4,616,000.00
Royal Bank of Canada, Advances.....		879,685.29
Accounts Payable, Contractors, etc.....	\$ 220,657.98	
Debenture Interest due and unpaid.....	73,619.31	
	<u>294,277.29</u>	
Pay Rolls.....	15,193.09	
Workmen's Compensation Board.....	259.19	
	<u>309,729.57</u>	309,729.57
Operating Account Surplus.....		20,399.34
		<u>\$5,825,814.20</u>
Deposits on Contracts, per contra.....		393,691.19
		<u>\$6,219,505.39</u>

NOTE. The Corporation has contracted for large expenditures on new construction work (not yet completed) and the above statement only contains the liability for work which has been approved and passed for payment by the Chief Engineer.

Statement of Revenue and Expenditure for the Year Ending December 31st, 1930

EXPENDITURE

Deepwater and Ocean Terminals—

Maintenance and Operating Charges..... \$ 269,154.83

Grain Elevator and Galleries—

Maintenance and Operating Charges..... 45,450.44

Administration—

Salaries and Expense..... 97,596.41

\$ 412,201.68

Surplus for the Period—

before charging Bank or Debenture Interest..... \$ 9,045.44

\$ 421,247.12

SURPLUS ACCOUNT

Balance brought forward, December 31st, 1929..... \$ 457.80

Surplus for the period, per above statement..... 9,045.44

9,503.24

Interest Adjustment—

Proportion of amounts originally charged to Revenue Account of
previous periods now allocated to Capital Expenditure.... 10,896.10

Balance carried forward, December 31st, 1930..... \$ 20,399.34

Audited and verified, in accordance with our report of this date.

CROWELL, BALCOM & CO.
HARVEY E. CROWELL,
Chartered Accountants.

HALIFAX HARBOUR COMMISSIONERS

Balance Sheet Detail

December 31st, 1929

ASSETS

CAPITAL EXPENDITURES

Harbour Development in General

Paving of the Marginal Roadway, Ocean Terminals	\$ 72,815.84
Surveys and Investigations	12,536.07
Roadway and Approach, Ramps, etc., Office Building Berth 20	11,627.97
Roadway and Approach Pier 9	12,205.67

\$ 109,185.55

Piers, Wharves and Basins

Miscellaneous Repairs to Pier 2, Wharf Structure	\$ 11,770.11
Partial Reconstruction Pier 9	20,130.59
Pier "B" Unit	90,434.17

122,334.87

Plant and Facilities

Installing new Steam Main to Piers 3 and 4	\$ 4,247.77
Miscellaneous Items Plant Equipment	50,654.91
Outdoor Electrical Sub-Station	12,563.87
Rearranging Water, Gas, Sewer, Steam etc. facilities under agreement by C. N. Railways	6,425.25
Sewer and Water Installation Pier 9	6,669.66

80,561.46

Grain Elevator System

Grain Galleries to Sheds 21 and 22	\$102,827.23
Additions to Elevator No. 1, Alterations to track Shed and installation car unloader	417,410.01
Additions to Grain Galleries	178,299.70

698,536.94

Permanent Sheds and Facilities

Shed at new Pier 2, D. W. T.—	
Partial reconstruction of roofing	\$ 34,871.22
Escalator installation	8,484.86
Changes in Shed 2	24,957.78
Reconstruction of north side of roof and re-modelling windows, etc.	23,455.24
Partial restoration concrete, Shed 2	22,858.16

114,627.26

New Transit Shed and Office Building Berth 20	338,235.96
Permanent foundations and floors, Sheds 23, 24, 25, 28 and renewing roofing Sheds 23 and 24	143,832.28
Miscellaneous Repairs, Shed 4	5,361.58
Miscellaneous Repairs, Shed 3	9,023.99
Construction Transit Shed 27	190,296.07

801,377.14

Operating Equipment

Engineers, Police and Messenger Equipment	\$ 5,486.62
Office Furniture and Fixtures	12,396.11

17,882.73

\$1,829,878.69

Halifax, February 14, 1930.

BALANCE SHEET DETAIL

as at December 31st, 1930

CAPITAL EXPENDITURES

Harbour Development in General

Paving of the Marginal Roadway, Ocean Terminals....	\$ 81,367.89	
Surveys and Investigations.....	20,649.89	
Roadway & Approach. Ramps, etc., Office Bld., Berth 20	14,032.17	
Roadway and Approach. Pier 9.....	18,241.51	
Miller Street Development.....	43,099.81	
Erection Barrier Fence Ocean Terminals.....	1,242.36	
		\$ 178,633.63

Real Estate Purchases

Acquisition Property, Pier 9.....	2,707.78
-----------------------------------	----------

Piers, Wharves and Basins

Miscellaneous Repairs to Pier 2, Wharf Structure.....	15,655.39	
Pier "B" Unit.....	2,404,084.44	
Miscellaneous Repairs to Pier 9.....	20,968.71	
Construction Pier No. 5.....	247,528.93	
Substructure Repairs to Pier 2.....	244,643.00	
		2,932,880.47

Plant and Facilities

Installing New Steam Main to Piers 3 and 4.....	4,638.91	
Miscellaneous Items, Plant Equipment.....	83,967.83	
Outdoor Electrical Sub-station.....	28,387.20	
Rearranging Facilities, C. N. R.....	7,480.99	
Sewer and Water Installation, Pier 9.....	9,163.04	
Range Light Installation.....	642.42	
Sewer By-Pass at Pier "A".....	3,391.30	
Renewal 6" Steam Main Pier 2.....	3,198.92	
Steam Facilities to Sheds 24, 25, 27 and 28.....	9,536.94	
Fixed and Portable Cattle Chutes, Pier 9.....	3,438.59	
		153,846.14

Grain Elevator System

Grain Galleries to Sheds Nos. 21 and 22.....	109,768.83	
Additions to Elev. No. 1, Alterations to Track Shed, etc.	523,583.93	
Additions to Conveyors.....	272,938.63	
		906,291.39

Permanent Sheds and Facilities

Shed at new Pier 2, D. W. T.—		
Partial Reconstruction of Roofing.....	37,845.54	
Escalator Installation.....	9,220.99	
Alterations.....	27,764.85	
Reconstruction north side of roof, remodelling windows, etc.....	24,959.27	
Partial Restoration of Concrete.....	24,165.28	
Construction Floors and Partitions for specially regulated Storage.....	23,537.60	
	147,493.53	
New Transit Shed and Office Building, Berth 20.....	370,002.76	
Permanent Floors and Foundations, Sheds 23 and 25....	159,364.57	
Miscellaneous Repairs, Shed 4.....	5,835.51	
Miscellaneous Repairs, Shed 3.....	9,610.38	
Construction, Shed 27.....	321,123.80	
Permanent Floors and Foundations and C. N. S. S. Offices, Shed 28.....	157,235.80	
Construction of C. N. R. Offices, Shed 22.....	23,346.50	
Conversion of Shed 24 to Frost-proof Warehouse.....	141,882.20	
Const. special regulated Storage Chambers, Shed 27...	5,274.86	
		1,341,169.94
		\$5,515,529.35

Operating Equipment

Engineers, Police, Messengers' and Misc. Equipment...	19,293.59	
Office Furniture and Fixtures.....	25,644.32	
		44,937.91
		\$5,560,467.26



A Busy Scene at the Quay Wall.

PROTECTION OF CARGO IN PIERS

A concentrated effort has been made to provide the maximum protection of cargo held in the piers. The piers are now well equipped with tarpaulins, suitably located to meet any emergency, door battens have been provided to protect the cargo from weather conditions such as drifting snow or rain, and at some piers special types of dunnage racks have been provided. Running records are established for loss and damage claims.

A complete survey of the properties under the jurisdiction of the Commissioners was made by Mr. R. L. Charlton, Chief Surveyor of the Canadian Board of Marine Underwriters, and arrangements are being made to give effect to his recommendations.

The Commissioners have been faced this last three months with the necessity of providing for a greater amount of maintenance in respect to Harbour Commissioners properties than would ordinarily be the case. As maintenance is a charge against revenue, this cost will of necessity have an adverse effect upon the operating statement of the Commission.

POTATO TRAFFIC

Following upon negotiations with potato shippers during the fall, arrangements were made for the storing of certified seed potatoes in the upper floor of Pier 2. In addition Shed 24 was rapidly pushed to completion to enable it to take care of transient stock. Further reference to this shed will be found in the Engineering section of this Report.

The Commissioners are glad to say that there was a considerable increase in the quantities of potatoes received. As most of this stock, however, had not been shipped out up to the end of the year 1930, the effects of this increase will not become fully apparent until this and subsequent years.

PERISHABLE FRUIT AND VEGETABLE TRAFFIC

Arrangements were also concluded with the importers of perishable fruit and vegetables, principally from British West Indies for the provision of facilities for handling this traffic. Heated

accommodation has been provided in Sheds 27 and 28 and the first large shipment of tomatoes from the Bahamas was received late in the year. The importers have expressed themselves as thoroughly satisfied with the arrangements made for the handling of this traffic, and it is hoped that the foundations of a steadily increasing traffic have been laid.

GRAIN ELEVATOR

The total quantities received and shipped at the Halifax Harbour Commissioners' Grain Elevator for the year 1930 with comparisons, are as follows:

	ON HAND Jan. 1, 1930	RECEIVED	SHIPPED	ON HAND Dec. 31, 1930
	Bus.	Bus.	Bus.	Bus.
Wheat.....	9,276	5,592	5,592	9,276
Oats.....	78,925	.....	49,402	29,522
Barley .....	.....	16,640	16,640	.....
Rye.....	660,347	.....	.....	660,347
Flax.....	.....	.....	.....	.....
Corn.....	79,047	801,572	653,687	226,932
Totals	827,595	823,804	725,321	926,077
1929	861,079	6,226,892	6,260,314	827,595

STEAMSHIP AND CARGO TONNAGE

The following statements show the Steamship tonnage entered inward and outward at the Port of Halifax and Cargo tonnage passing over wharves under the control of the Halifax Harbour Commissioners during the calendar year 1930.

CANADIAN COASTAL SERVICES INWARD

Statement Showing Number of Vessels and Net Tonnage, by Months, with
Calendar Year Totals, Entered Inward at the Harbour
of Halifax, Canada

Calendar Year 1930

MONTH	BRITISH				FOREIGN				TOTALS	
	No. Steamers	Net Tonn. Steamers	No. Sailing Vessels	Net Tonn. Sailing Vessels	No. Steamers	Net Tonn. Steamers	No. Sailing Vessels	Net Tonn. Sailing Vessels	No. Vessels	Net Tonnage
January...	83	77,079	61	2,525	9	7,628	..	...	153	87,232
February...	67	91,346	57	2,529	6	9,582	..	...	130	103,457
March...	63	43,813	85	2,587	4	6,366	..	...	152	52,766
April.....	89	47,903	151	6,177	13	5,199	..	...	253	59,279
May.....	68	48,395	119	4,498	9	6,236	..	...	196	59,129
June.....	62	50,317	160	5,540	9	8,407	..	...	231	64,264
July.....	74	71,911	119	5,255	6	6,805	..	...	199	83,971
August....	58	44,713	108	3,758	9	7,353	..	...	175	55,824
September	45	39,422	101	3,855	7	4,055	..	...	153	47,332
October...	58	44,304	117	4,520	4	2,724	..	...	179	51,548
November..	83	92,824	149	4,673	5	7,284	1	325	238	105,106
December..	79	80,442	125	5,525	6	5,531	..	...	210	91,498
Totals	829	732,469	1,352	51,442	87	77,170	1	325	2,269	861,406

TRANSATLANTIC SERVICES INWARD
Statement Showing Number of Vessels and Net Tonnage, by Months, with
Calendar Year Totals Entered Inward at the Harbour
of Halifax, Canada

Calendar Year 1930

MONTH	BRITISH				FOREIGN			TOTALS	
	No. Steamers	Net Tonn. Steamers	No. Sailing Vessels	Net Tonn. Sailing Vessels	No. Steamers	Net Tonn. Steamers	No. Sailing Vessels	Net Tonn. Sailing Vessels	No. Vessels Net Tonnage
January...	62	269,689	1	96	22	100,360	..	....	84 370,049
February...	59	278,131	2	193	23	112,933	..	....	83 391,160
March...	85	369,994	..	..	37	192,875	..	....	124 563,062
April...	65	279,858	..	..	39	219,480	..	....	104 499,338
May...	41	99,375	1	84	28	165,816	1	2,042	71 267,317
June...	45	114,611	3	1,115	27	142,714	..	....	75 258,440
July...	38	127,360	2	188	21	100,632	..	....	61 228,180
August...	41	151,924	6	189	29	130,162	1	2,231	77 284,506
September	50	177,914	4	267	28	110,821	2	2,420	84 291,422
October...	45	181,852	..	..	18	69,897	..	....	63 251,749
November...	48	205,328	5	696	32	123,629	..	....	85 329,653
December..	57	249,906	5	552	31	126,676	..	....	93 377,134
Totals	636	2,505,942	29	3,380	335	1,595,995	4	6,693	1,004 4,112,010

ALL SERVICES INWARD

Statement Showing Number of Vessels and Net Tonnage, by Months, with
Calendar Year Totals, Entered Inward at the Harbour
of Halifax, Canada

Calendar Year 1930

MONTH	TRANSATLANTIC		COASTWISE		TOTALS			
	No. Vessels	Net Tonnage	No. Vessels	Net Tonnage	No. Vessels	Freight Tonnage	Net Tonnage	Passen- gers
January.....	84	370,049	153	87,232	237	92,371	457,281	1,754
February.....	83	391,060	130	103,457	213	89,378	494,517	2,515
March.....	124	563,062	152	52,766	276	79,313	615,828	8,961
April.....	104	499,338	253	57,279	357	122,459	556,617	8,933
May.....	71	267,317	196	59,129	267	81,115	326,446	4,310
June.....	75	258,440	231	64,264	306	87,244	322,704	3,473
July.....	61	228,180	199	83,971	260	72,524	312,151	2,961
August.....	77	284,506	175	55,824	252	104,908	340,330	4,013
September.....	84	291,422	153	47,332	237	41,313	338,754	1,851
October.....	63	251,749	179	51,548	242	53,214	303,297	707
November.....	85	329,653	238	105,106	323	67,923	434,759	1,007
December.....	93	377,134	210	91,498	303	91,487	468,632	1,074
Totals	1,004	4,111,910	2,269	859,406	3,273	983,249	4,971,316	41,559



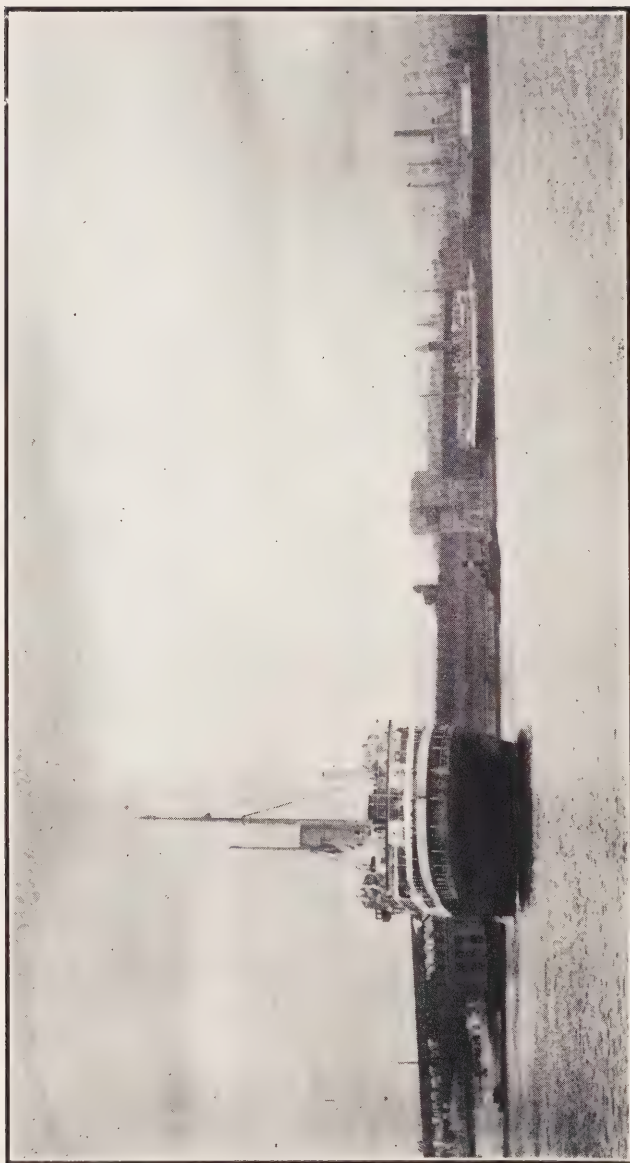
S. S. Antonia steaming to Berth 20.
George Island and the Dartmouth shore of the Harbour seen in the background.

CANADIAN COASTAL OUTWARD

Statement Showing the Number of Vessels and Net Tonnage, by Months, with Calendar Year Totals, Entered Outward at the Harbour of Halifax, Canada

Calendar Year 1930

MONTH	BRITISH				FOREIGN				TOTALS	
	No. Steamers	Net Tonn. Steamers	No. Sailing Vessels	Net Tonn. Sailing Vessels	No. Steamers	Net Tonn. Steamers	No. Sailing Vessels	Net Tonn. Sailing Vessels	No. Vessels	Net Tonnage
January...	56	37,660	50	1,807	4	8,193	..	..	110	47,660
February...	48	40,454	47	1,806	5	8,116	..	..	100	50,376
March.....	60	27,100	77	2,678	6	5,476	..	..	143	35,254
April.....	77	67,180	141	5,785	13	10,287	..	..	231	83,252
May.....	75	50,748	86	3,964	10	8,976	..	..	171	63,688
June.....	62	39,433	151	5,983	11	9,682	..	..	224	55,098
July.....	62	37,110	98	3,644	2	2,006	..	..	162	42,760
August....	57	34,130	92	3,320	8	7,215	1	19	158	44,684
September	58	30,118	85	4,022	6	3,931	..	..	149	38,071
October...	56	31,244	83	3,889	6	4,388	..	..	145	39,521
November.	54	31,120	89	3,141	8	10,217	..	..	151	44,478
December.	65	49,898	50	2,135	4	5,742	..	..	119	57,775
Totals	730	476,195	1,049	42,174	83	84,229	1	19	1,863	602,617



"No assistance needed, thank you."
M. S. Gripsholm (17.718) backing from Berth 22 after declining the services of the tug seen in the picture.



Basin No. 1; showing Coaling Plant, Grain Elevator and Galleries.

ALL SERVICES OUTWARD

Statement Showing the Number of Vessels and Net Tonnage, by Months, with
Calendar Year Totals, Entered Outward at the Harbour
of Halifax, Canada

Calendar Year 1930

MONTH	TRANSATLANTIC		COASTWISE		TOTALS		
	No. Vessels	Net Tonn. Vessels	No. Vessels	Net Tonn. Vessels	No. Vessels	Freight Tonnage	Net Tonnage
January	99	375,507	110	47,660	209	68,802	423,167
February	98	431,078	100	50,376	198	65,702	481,454
March	128	611,390	143	35,254	271	87,962	646,644
April	106	435,582	231	83,252	337	60,012	518,834
May	87	278,334	171	63,688	258	56,177	342,022
June	83	299,632	224	55,098	307	27,327	354,730
July	76	260,544	162	42,760	238	34,016	303,304
August	88	267,844	158	44,684	246	39,745	312,528
September	94	304,004	149	38,071	243	91,272	342,075
October	96	280,782	145	39,521	241	89,153	320,303
November	87	313,858	151	44,478	238	93,241	358,336
December	118	457,226	119	57,775	237	83,243	515,001
Totals	1,160	4,315,781	1,863	602,617	3,023	796,652	4,918,398

**Statement Showing Number and Net Tonnage of Vessels of other than British
Register Entered Inward at the Harbour of Halifax, Canada,
by Nationalities, Months and Calendar Year Totals**

Calendar Year 1930

MONTH	GERMAN		SWEDISH		DANISH		NORWEGIAN		U. S. A.		FRENCH		DUTCH	
	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage
January.....	4	21,034	5	34,441	5	23,177	14	20,546	1	3,411	2	4,904	1	10,497
February.....	3	15,390	4	24,325	7	35,019	10	24,009	1	3,179	2	7,736	1	10,497
March.....	10	60,072	5	43,642	11	49,040	13	29,370	..	.....	1	6,620	1	15,056
April.....	9	61,116	9	59,603	7	40,010	11	26,967	..	.....	13	18,770	2	19,694
May.....	5	38,342	7	51,447	5	29,346	8	20,230	3	2,798	7	8,843	2	19,694
June.....	2	15,422	9	34,306	4	25,085	7	25,549	2	3,006	6	13,700	2	19,694
July.....	3	25,866	4	9,861	3	13,128	10	22,540	1	3,405	3	9,124	1	9,197
August.....	4	20,834	9	33,716	4	25,539	8	18,870	4	7,556	4	5,413	1	10,497
September.....	3	19,828	7	23,594	4	12,882	9	6,757	3	9,404	7	19,065	1	10,497
October.....	1	10,145	6	19,371	3	17,972	6	7,372	1	5,108	2	831	2	14,725
November.....	4	26,565	9	32,001	2	12,048	11	8,053	5	9,234	1	6,620	1	10,497
December.....	3	15,731	8	26,337	7	26,821	11	13,736	2	6,481	2	15,495	..	.....
Totals	51	330,345	82	392,644	62	310,067	118	223,999	23	53,582	50	117,121	15	150,545

Statement Showing Number and Net Tonnage of Vessels of other than British
Register Entered Inward at the Harbour of Halifax, Canada,
by Nationalities, Months and Calendar Year Totals

Calendar Year 1930

MONTH	GREEK		SPANISH		POLISH		DANZIG		MEXICAN		TOTALS	
	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage
January.....	1	2,360	..	..	..	..	..	..	..	..	31	107,513
February.....	1	2,592	..	..	..	..	..	..	..	..	29	122,515
March.....	1	3,470	1	564	..	..	..	..	..	..	41	199,241
April.....	1	..	..	..	..	..	..	..	..	..	52	224,678
May.....	1	..	..	..	1	3,940	..	..	..	..	38	174,640
June.....	..	..	..	..	2	7,759	..	..	..	..	36	153,102
July.....	..	..	..	..	1	3,819	1	5,111	..	..	27	107,437
August.....	..	..	..	..	4	16,218	..	..	1	725	39	138,068
September.....	..	..	..	..	3	12,399	..	..	..	..	37	114,426
October.....	..	..	..	..	2	7,880	..	..	..	..	22	79,176
November.....	1	3,130	..	..	3	11,578	..	..	..	..	38	123,954
December.....	..	..	..	..	3	11,578	..	..	..	..	37	126,676
Totals.....	4	11,552	1	564	19	75,171	1	5,111	1	725	427	1,671,426

SHIPMENTS BY COMMODITIES OVER HALIFAX HARBOUR COMMISSIONERS PIERS

COMMODITIES		OUTWARD 1930	INWARD 1930	TOTAL 1930	TOTAL 1929	INCREASE	DECREASE
AGRICULTURAL PRODUCTS							
1.	Wheat.....	261	19,393	261	59,940	.....	59,679
2.	Corn.....	54	19,447	19,447	21,655	.....	2,208
3.	Oats.....	2,123	554	2,677	3,174	.....	497
4.	Barley.....	401	.....	401	55,323	.....	54,922
5.	Rye.....	.....	.....	.....	30,338	.....	30,338
6.	Flax.....	.....	3	3	2	1	.....
7.	Other Grain.....	59	8,332	8,391	2,152	6,239	.....
8.	Flour.....	57,280	1,833	59,113	58,615	498	.....
9.	Other Mill Products.....	3,207	1,855	5,062	5,091	.....	29
10.	Hay and Straw.....	3,997	.....	3,997	2,751	1,246	.....
11.	Cotton.....	.....	.....	.....	23	.....	23
12.	Apples (fresh).....	92,186	209	92,395	73,271	19,124	.....
13.	Other Fruit (fresh).....	314	20,165	20,479	5,335	15,144	.....
14.	Potatoes.....	14,206	732	14,938	22,371	.....	7,433
15.	Other fresh Vegetables.....	1,391	642	2,033	3,556	.....	1,523
16.	Other Agricultural Products.....	1,477	19,143	20,620	25,223	.....	4,603
Totals		176,956	72,861	249,817	368,748	42,252	161,255

Animal Products

17. Horses.....	85	.....	85	18	67	.....
18. Cattle and Calves.....	215	.....	215	120	95	.....
19. Sheep.....	10	.....	10	1	9	3,761
20. Hogs.....	3	.....	3	2	1	.....
21. Dressed Meats (fresh).....	193	3,072	3,265	7,026	.....	559
22. Dressed Meats (cured or salted).....	1,831	543	2,374	1,194	1,180	.....
23. Other Packing House Products.....	134	1	135	694	.....	.....
24. Poultry.....	41	45	86	29	57	.....
25. Eggs.....	25	3	28	30	.....	2
26. Butter and Cheese.....	2,029	18,353	20,382	12,353	8,029	.....
27. Wool.....	20	689	709	1,214	.....	505
28. Hides and Leather.....	237	832	1,069	614	425	.....
29. Other Animal Products.....	1,767	236	2,003	2,024	.....	.....
Totals.....	6,590	23,774	30,364	25,349	9,863	4,818

Mine Products

30. Anthracite Coal.....	3,176	21,001	24,177	26,155	.....	1,938
31. Bituminous Coal.....	2,463	106,981	109,444	97,110	11,734	.....
32. Lignite.....	.....	.....	.....	.....	.....	2,248
33. Coke.....	111	.....	151	2,248	.....	2,111
34. Iron Ores.....	63	463	526	25	501	.....
35. Other Ores and Concentrates.....	82	.....	82	59	23	.....
36. Base Bullion and Matte.....	1	220	221	375	.....	154
37. Clay, Gravel, Sand Stone, (crushed).....	9	42	51	15	36	.....
38. Slate Dimension or Block Stone.....	.....	207	207	.....	207	.....
39. Crude Petroleum.....	3	40	43	122	.....	79
40. Asphaltum.....	959	1,426	2,385	2,848	.....	463
41. Salt.....	133	5,070	5,203	948	4,255	.....
42. Other Mine Products.....	.....	.....	.....	.....	.....	.....
Totals.....	7,000	135,490	142,490	132,727	16,756	6,993

SHIPMENTS BY COMMODITIES OVER HALIFAX HARBOUR COMMISSIONERS PIERS

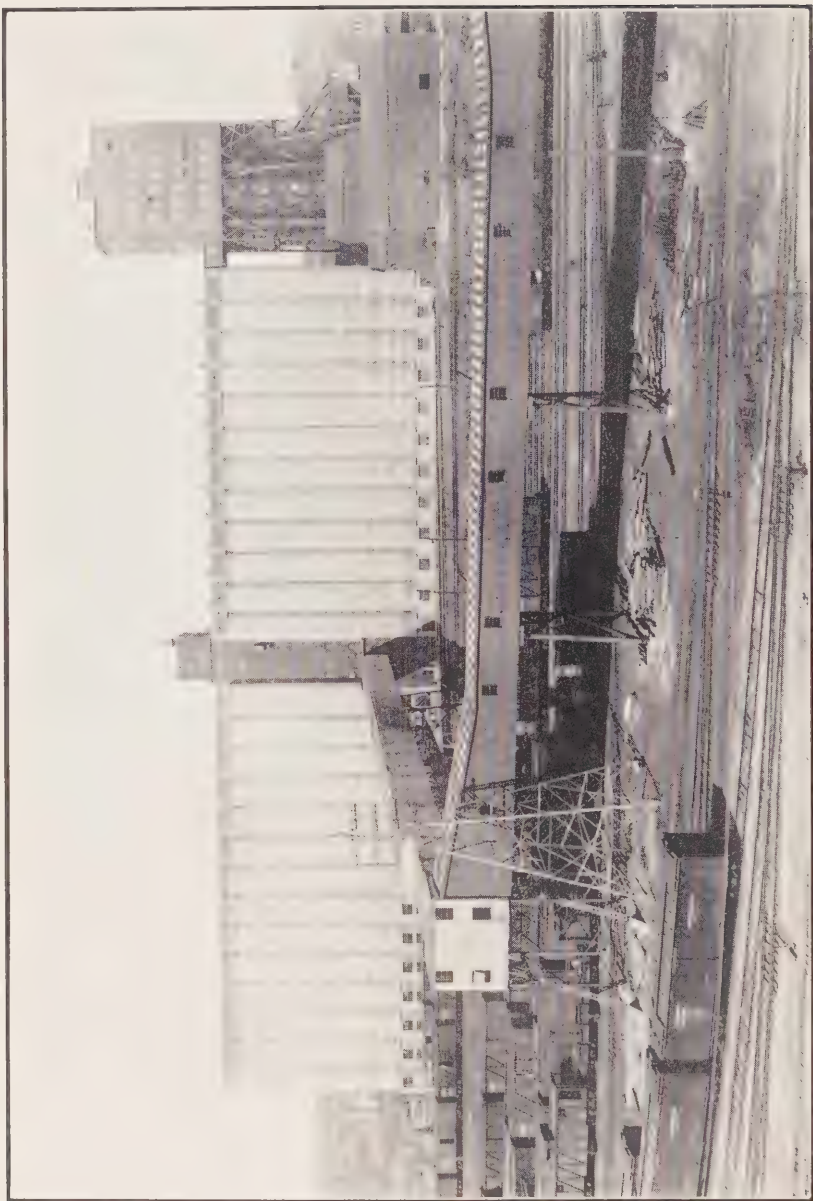
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COMMODITIES	OUTWARD 1930	INWARD 1930	TOTAL 1930	TOTAL 1929	INCREASE	DECREASE
Forest Products						
43. Logs, Posts, Poles and Cordwood.....	20	.....	20	66	.....	46
44. Ties.....	.....	.....	.....	.....	.....	.....
45. Pulpwood.....	.....	.....	.....	.....	.....	.....
46. Lumber, Timber, Box Shooks, Stages Heading.....	60,413 2,037	2,372 141	62,785 2,178	101,531 4,723	.....	38,746 2,545
47. Other Forest Products.....	.....	.....	.....	.....	.....	.....
Totals	62,470	2,513	64,983	106,320	.....	41,337
Manufactures and Miscellaneous						
48. Refined Petroleum and Products.....	2,607	410	3,017	3,193	.....	176
49. Sugar.....	3,265	2,930	6,195	5,211	984	.....
50. Iron, Pig and Bloom.....	.....	98	98	166	.....	68
51. Rails and Fastenings.....	.....	41	41	112	.....	71
52. Bar and Sheet Iron—Structural Iron and Iron Pipe.....	2,876	1,243	4,119	3,356	763	.....
53. Castings, Machinery and Boilers.....	305	3,004	3,309	4,873	.....	1,564
54. Cement.....	2,170	55,378	7,548	7,979	.....	431
55. Brick and Artificial Stone.....	199	4,787	4,986	11,592	.....	6,606
56. Lime and Plaster.....	2,517	129	2,646	4,057	.....	1,411
57. Sewer Pipe and Drain Tile.....	11	256	267	599	.....	332

58. Vehicles other than Autos.....	709	400	1,109	171	938	.....
59. Autos and Auto Trucks.....	21,301	177	21,478	12,031	9,447	.....
60. Household Goods.....	83	257	340	640	.....	300
61. Furniture.....	1,731	993	2,724	508	2,216	.....
62. Liquor Beverages.....	9,188	4,024	13,212	10,688	2,524	.....
63. Fertilizers (all kinds).....	156	8,317	8,473	5,096	3,377	.....
64. Paper, Printed Matter, Books.....	43,336	1,539	44,875	63,755	.....	18,880
65. Wood Pulp.....	567	8	575	.....	575	.....
66. Fish (fresh, frozen, cured, etc.).....	21,501	3,627	25,128	26,775	.....	1,647
67. Canned Meats.....	1	.....	1	.....	1	.....
68. Canned Goods (all canned food products other than meat).....	3,891	934	4,825	4,767	58	.....
69. Other Manufactures and Miscellaneous.....	23,299	65,420	88,719	95,961	.....	7,242
70. Merchandise.....	4,038	13,895	17,933	10,426	7,507	.....
Totals	143,751	167,867	311,618	271,256	28,390	38,728

COMMODITY GROUP	TOTAL		TOTAL 1929	INCREASE	DECREASE
	1930				
Agricultural.....	249,817	368,748	.....	.....	118,931
Animal.....	30,364	25,349	5,015	.....	.....
Mine.....	142,490	132,727	9,763	.....	.....
Forest.....	64,983	106,320	.....	41,337	.....
Manufactures and Miscellaneous.....	311,618	271,256	40,362	.....	.....
Totals	799,272	904,400	55,140	.....	160,268

TOTAL DECREASE.....105,128 tons.



Grain Elevator; showing the new addition, the new shipping house and additional gallery.

TELEPHONE SERVICE TO PILOT BOATS

In order to improve the service given by the Pilot Boats at this port, it was felt that they should be equipped with Radio telephones so as to facilitate communication between the Pilot boats and incoming liners. The Commissioners, therefore, held a meeting with representatives of the Steamship Companies in Halifax and the Pilotage branch of the Department of Marine. At this meeting it was decided to give effect to this recommendation and the two pilot boats "NAUPHILA" and "HEBRIDEAN" were accordingly fitted with wireless telephones. It is now possible, therefore, for the Pilot to talk to the Signal Station on the telephone from his boat and to receive instructions through that station from the incoming steamer or its agents in Halifax so that, in stormy or foggy weather, even if it is so heavy or thick outside as to prevent the Pilot from getting on to his liner, he can be sure of being able to meet it.

ENGINEERING

New Construction and Installations and Improvements in Port Facilities

Major Contracts Awarded in 1929 Completed in 1930;

(a) *Addition to Grain Elevator:*

This Contract was commenced in July, 1929, and completed in the spring of 1930. The work consisted of a storage house containing 42 cylindrical concrete bins with an aggregate capacity of 1,100,000 bushels. This house forms a building about 243 by 71 feet, which is built in line with the original Elevator Unit and

southwest of same. A space 24 feet 7 inches long, between the new storage unit and the original one, is filled by a shipping house which connects the two units.

With this addition the total storage capacity of the Elevator is now 2,200,000 bushels.

(b) *Car Dumper:*

A Metcalf suspended type Car Dumper was installed in the unloading house as part of the addition to the Elevator Contract. It has capacity for unloading 7 cars per hour.

(c) *Additions to Grain Conveyors:*

The additional Elevator capacity required extension and development of the former conveyor system. The work of constructing new galleries was commenced in 1929 and carried along concurrently with the Elevator Contract and completed in the spring of 1930. The additional Galleries provided, extend from the new shipping house to the docks and provide for two additional shipping belts.

(d) *Transit Shed No. 27:*

The Contract was let for this Shed, which is situated at the southeast berth of Pier "A", in the late summer of 1929. The work was completed in the spring of 1930. This Transit Shed is a single story building 655 feet long by 90 feet wide, without interior columns; and a three-track Train Shed, 42 feet wide, extends the whole length on the north side.

The columns are of structural steel on concrete foundations. The roof is segmental of Lamella type, Gyproc lined on the inside, and covered with Murray-made built-up roofing. Continuous sliding doors are furnished on both the quay and the train-shed sides.

The floor is of concrete resting on fill and surfaced with asphalt mastic.

A brick fire wall forms a division between this Shed and the eastern end of Shed No. 28 and there is also a brick wall at the east, or Pier-head end of the Shed.

Enclosures for heated storage were provided and a concrete pipe tunnel extends under the concrete floor along the south side of the Shed for its full length.

The Train Shed is of structural steel framing, with wood roof, covered with tar and gravel and lined with Toncan Sheet Metal.

Major Contracts Awarded in 1930;

(a) Pier "B":

The Contract was awarded on January 21st, for a new Pier located south of Pier "A".

The Contract plans call for a Pier 1250 feet long by 260 feet wide, consisting of quay walls of concrete crib construction with the space between filled with selected material. For the outer portion of the Pier the cribs are to be seated on rubble mound foundations, which are in some cases about 30 feet in height. At the inside portions, the cribs are to be placed upon the rock bottom of the Harbour, dredged to the required depth. The basins at the north and south of the Pier are to be dredged to a depth of 35 feet below low water at their west or shore ends. The depth of water in the outer portions of these basins is much greater. The Pier when completed, will provide a berth 970 feet long at the north side with a minimum depth of 45 feet at low water, and a berth 280 feet long and 35 feet depth; on the south side of the Pier, a berth about 760 feet long, 45 feet in depth and a berth about 490 feet long with 35 feet depth.

In addition to the Pier proper, an inner bulkhead quay wall composed of concrete cribs is to be built along the inner or western end of the basins at the north and south sides of the Pier.

The 16 cribs, 108 feet long, as required for the 45 foot depth, were built during the year and 2 cribs 75 feet long for the 45-foot



Drill scow and dredge at work on the site of Pier B.

depth were also completed. Five of these cribs were placed along the south wall of the Pier. Twelve 35' cribs are yet to be made.

Up to the end of the year 68 per cent. of the rock drilling and blasting was completed, 34 per cent. of the rock dredging and 50 per cent. of the dredging of material overlying the rock; 36 per cent. of the borrowed fill required for the core of the Pier was placed and 44 per cent. of rubble foundation for the cribs.

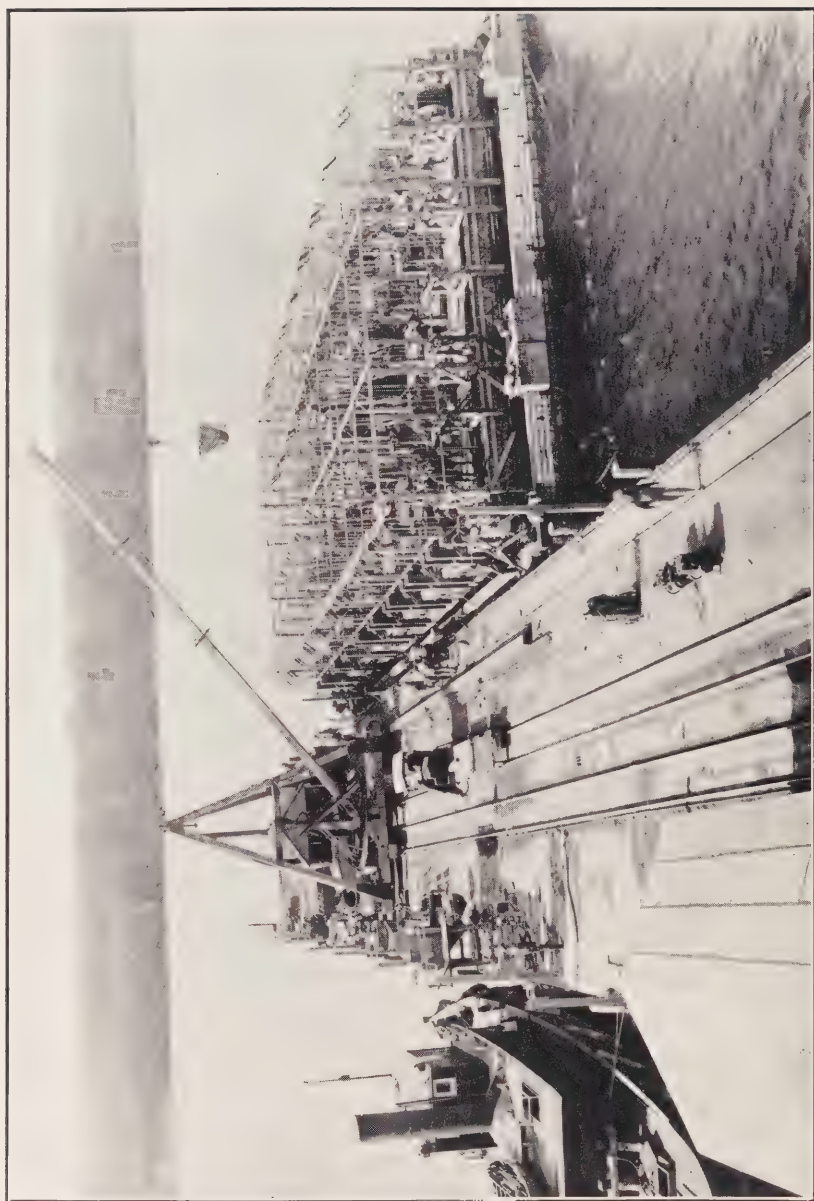
The borrowed fill for this Pier is being obtained from the area of the Harbour Commissioners' property and C. N. R. property lying to the westward of the Pier. Excavation for this material is being carried out in such a way as to provide space for rail connections to the Pier from the C. N. R. near Young Avenue and also to provide space for storage tracks for this Pier.

(b) *Pier No. 5:*

The Dominion Coal Company, Ltd. have occupied, with their coaling plant, Berth No. 26 at Pier "A" since the completion of the Ocean Terminals. During the year, arrangements were made whereby the Dominion Coal Company were to vacate Berth No. 26 and enter into a lease of a new Pier to be constructed at Deep Water Terminals, same to be known as Pier No. 5.

Accordingly, plans and specifications for the proposed Pier were prepared and a contract was entered into for the construction of this work. This Pier was to be about 627 feet long and 177 feet wide and to provide a berth on the south side, 582 feet long, with a minimum depth of 33 feet at low water. A barge berth about 200 feet long was to be provided on the north side of the Pier.

The work called for in this Contract, consisted of the dredging of the berth on the south side of the Pier, the construction of a steel sheet piling retaining wall with concrete capping for the south side, east end, and barge berth on the north side of the Pier, a rock bank for the balance of the north side of the Pier and a fill of selected material. An inside footing carried on piling, for a coaling Tower Rail was also to be provided.



Constructing a Crib for Pier B, before removal from wooden pontoon.

In addition, a water supply pipe was installed from the City system to serve this Pier. This work was carried out as an extra under the Contract and was completed to the present shore line.

The construction of this Pier made a diversion of the City sewer, which discharged at this locality, necessary. This work was carried out by the Commissioners' labour and direct purchase of material and is practically completed.

(c) *Restoration of Pier No. 2:*

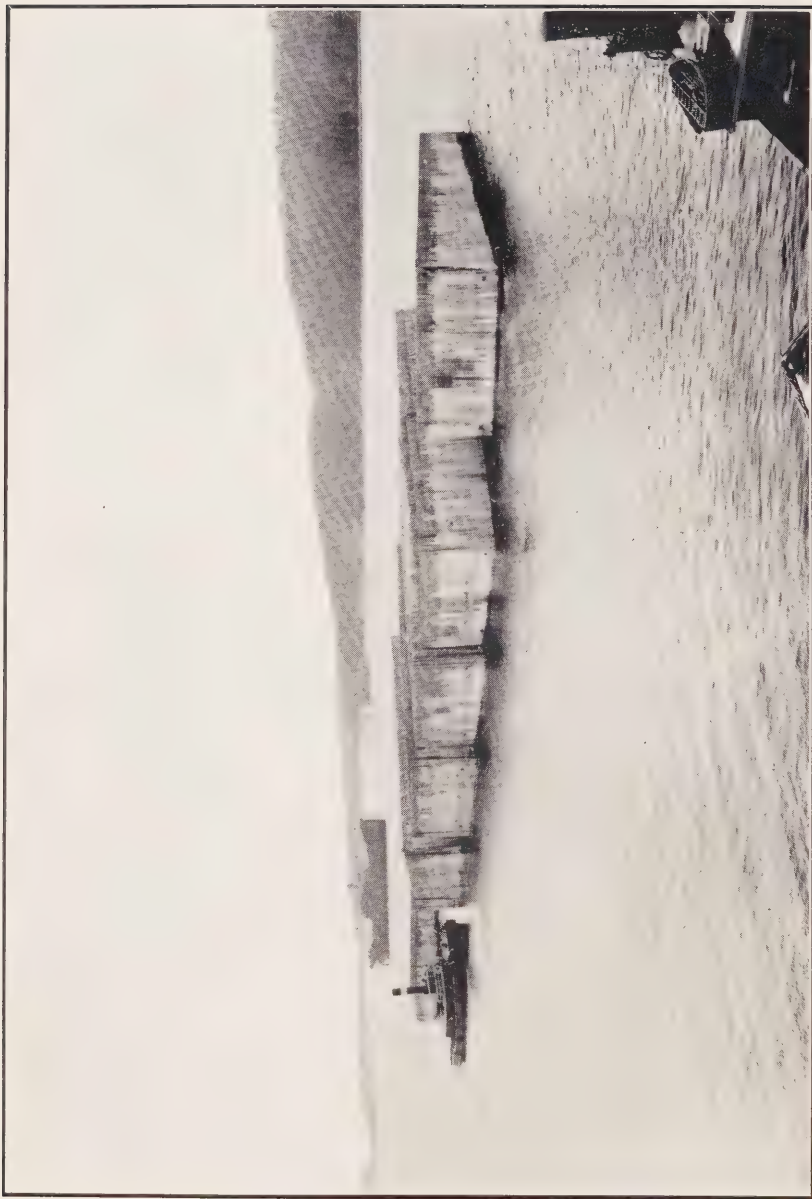
The restoration of the platforms and some of the other concrete work above the deck level had been carried out during 1929. During the early part of 1930 a complete survey was made of the sub-structure of the Pier. It was found that the columns from the top of the timber lagging up to the junctions with the beams, and the concrete of the soffits of the beams and deck slabs, were in a serious state of disintegration, with a considerable exposure of the reinforcing steel. The concrete surfacing or topping of the track spaces on the deck was also found to be badly cracked and disintegrated. It was considered necessary that all of this work should be gone over; that the disintegrated concrete should be removed and that a Guniting encasement should be applied.

Accordingly, a contract was signed on July 14th.

The restoration work beneath the deck level was carried out by the Guniting process. The re-surfacing of the trackways and also the reinforced concrete apron at the west end of the Pier was carried out with ordinary mixer concrete.

In addition to this work twelve of the concrete piles, which appeared to require immediate attention, were restored below the elevation of the top of the lagging.

The work under this contract, with the exception of some minor details was finished about the first of December.



Completed Cribbs anchored in Eastern Passage.

(d) *Removal of Old Pier No. 2:*

The Pier, known as "Old Pier No. 2," was of timber pile construction about 500 feet long by 80 feet wide and was located just north of Pier No. 2. This Pier was destroyed by fire some years ago. During the past summer, an agreement was made with the contractor to remove all the materials of this old Pier with the exception of 4 timber crib blocks, each of which is 66 feet by 36 feet and the tops of which are about 15 feet below low water level. It was stipulated that a pile should be left standing at each corner of these cribs to serve as a warning to shipping. This demolition work was about 30 per cent. completed at the end of the year.

Improvements in Port Facilities, Etc.

(a) *Aids to Navigation, Ocean Terminals:*

Lights were installed at the Ocean Terminals as follows:

(1) A set of 3 distinguishing lights at the southeastern corner of the roof of the Administration Building.

(2) A set of 3 distinguishing lights at the southeastern corner of the roof of Shed No. 22.

(3) A set of 3 lights at the east end of Pier "A".

(4) Two marking lights, of flashing type, on a pile at the east end of the core wall in front of the Cold Storage Plant.

(b) *Steel Barrier Fences, Landing Quay, Ocean Terminals:*

Steel Barrier Fences and gates were erected across the Landing Quay at the north corner of the Administration Building and the south corner of Shed No. 22. The fence was extended north from the corner of the Administration Building, to the corner of the Quay.

(c) *Sewer By-Pass at Pier "A":*

A portion of the original 18" section of the sewer which took care of the roof drainage from Sheds No. 25-No. 28, on Pier "A", became choked with sand, making immediate repairs necessary. On account of the depth and the nature of the fill in which this sewer was placed, it was considered more economical to construct a by-pass around the choked section than replace the original.

The by-pass consists of 300' of 24" vitrified tile pipe constructed between existing man-holes of the original sewer and placed directly above the choked section of pipe.

(d) *Electrical Sub-Station, Ocean Terminals:*

Since the transfer of the Harbour property to the Commission the Electrical Services at the Ocean Terminals except the Elevator, have been fed from the old C. N. R. lines, a temporary condition involving dangers of interruption of service.

As outlined in the report for 1929, it was decided to erect a sub-station at the Ocean Terminals and take the electrical supply direct from the main transmission lines of the Nova Scotia Light & Power Company, Limited.

The concrete foundation and floor for a 22,000 volt outdoor station were constructed in 1929. Three 900 K. V. A. transformers were ordered and delivered that year.

During 1930 the electrical apparatus was assembled on the platform and roofed over by a steel frame structure covered by Robertson protected corrugated metal—size of station 24' x 42' 6".

(e) *Improvements at Pier No. 9:*

In connection with the development of Pier No. 9, a number of Canadian National Railway yard tracks were taken up and a spur laid extending across the west end of the Nova Scotia Chemical Company's building.

The 9" vitrified pipe sewer built in 1929, received an additional covering of 2' over its whole length.

A meter for the 6" water main built in 1929 was installed and the meter house repaired.

The roadway leading from the main city street to the Pier received considerable attention. A 6" x 12" timber curb was placed along the edge of embankment. It extends from top to bottom of the hill. A concrete ditch was constructed inside the timber curb with five off-take ditches extending down the side

of the embankment. Guard rails were placed near the railway crossings, the roadway was re-surfaced and a lighting system installed on the Cattle Shed along the side of the road.

General repairs were made to the Cattle Shed. These included the timber block foundation, roof, stall gates, floor, windows, water troughs, etc.

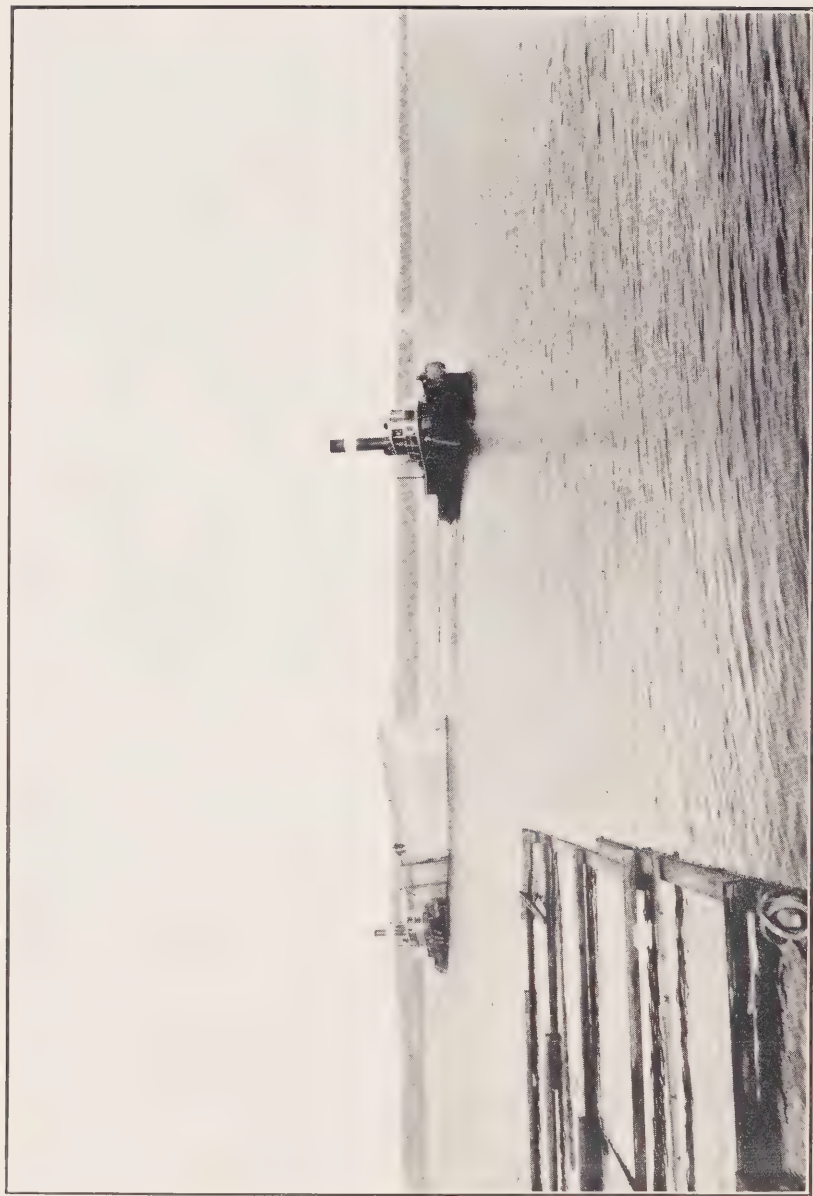
It also became necessary to install a complete new system of Cattle Runs consisting of about 400 feet of stationary Runs and the necessary number of assorted sections of portable Runs to link up from the end of the fixed work to the holds of Cattle Ships.

(f) *Offices and Workshop Building—Grain Elevator:*

This building which provides offices for the Superintendent of the Elevator and storerooms and workshop for the Electrical Staff was completed during last summer. It is of brick 52 feet by 22 feet, outside dimensions, one story high, on concrete foundations. The roof is of steel deck construction covered with Insulite and Murray-made roofing. The floor is of concrete on fill. The building was completed with interior partitions, necessary fittings, plumbing and hot water system.

(g) *Miller Street:*

In connection with the construction of Pier "B" and the provision of trackage facilities for same, it was necessary to acquire a portion of the Point Pleasant Park area, extending between View Street and the Harbour. Further, it was evident that the trackage work for Pier "B" would cut off the roadway entrance from Young Avenue to Point Pleasant Park and the Yacht Squadron via Clarence Street extension, which had been in use for some years; hence, it was made a condition precedent to the granting of the transfer on the part of the Park Commission that the Harbour Commissioners should construct a Roadway easterly from Young Avenue along Miller Street right-of-way to the east end of same and thence diagonally to join the existing Park Shore Roadway south of Steel's Pond, this work to be carried out under certain conditions as arranged with the City.



Towing a Crib across the Harbour.

A new Roadway was constructed about 1750 feet long with a finished surface about 24 feet wide. The work consisted of clearing and grubbing the whole right-of-way which is 60 feet wide, preparation of sub-grade by excavation of rock and earth, and constructing embankments of spoil from cuts and borrowed materials, forming of ditches, construction of culverts, etc. The Roadway was surfaced with crushed stone well rolled and bonded with stone screenings.

The junction of this roadway with Young Avenue is still to be completed and there are some outstanding matters in connection with this work to be settled with the City.

(h) *Railway Import and Export Offices, Transit Shed No. 22:*

Formerly, the import and export offices of the C. N. R. and D. A. R. were situated at Pier No. 2, Deep Water Terminals. Following the transfer of the major portion of the steamship business southward to the Ocean Terminals, it was found desirable that these offices should be moved also.

New office accommodation was provided on the second floor of Transit Shed No. 22 as follows:

For the Canadian National Railways,	5,768 sq. ft., floor area.
For the Dominion Atlantic Railway,	328 sq. ft., floor area.
For the Customs Department,	635 sq. ft., floor area.

(i) *Reconstruction of Transit Shed No. 28:*

The timber foundations and floor system of Shed No. 28 were removed and replaced by concrete foundations under the interior posts and walls and a concrete, asphalt mastic covered, floor supported by rock filling and cushion of sand. Alterations have been made to the water and lighting systems.

The old wooden platform extending along the south or dock side of the Shed was replaced by a concrete one supported by a concrete retaining wall. The concrete slab is covered with asphalt mastic, giving a continuous surface with the main floor of the shed.

A concrete tunnel was constructed below the floor just inside the quay side of the Shed, to carry water supply pipe and steam mains for heating systems in offices and warm storage rooms and to Shed No. 27.

A new scale pit and scale were located adjacent to the tunnel.

The doors on the north side of the Shed, had to be extended at the bottom and new bottom guides provided. Twenty Steel Ogden Turnover Doors were installed in door openings along quay side of Shed.

All the outer wall above and between door openings on the quay side has been renewed with double sheathing, with two-ply tar paper between. All the down spouts from the roof were renewed. A number of posts had to be repaired above floor level by splicing in new pieces.

A concrete ramp approach was constructed at the west end of the Shed, connecting with the Marginal Road.

(j) *Canadian National Steamship Offices:*

A suite of offices for the use of the Canadian National Steamship's officials, was built in the west end of Shed No. 28. This suite consists of five rooms with connecting corridors, and two toilet rooms, all complete with plumbing, lighting and heating.

The construction is carried out with timber studding, match boarding and panelled wall boarding. Partitions contain a very large percentage of glazed area, giving an exceptionally good distribution of borrowed light. Total floor area 2180 square feet.

(k) *Conversion of Shed No. 24 into a Frost-Proof and Temperature-Regulated Warehouse:*

All the timber foundations and underpinning were removed and replaced by concrete foundation walls and concrete footings under the interior posts. The timber sleepers and flooring were removed. A concrete floor was laid over a rock fill with sand cushion. It was finished with asphalt plank cemented down to the concrete.

Concrete tunnels with continuous opening through the floor, covered with cast iron gratings, extend along the north and south sides and east end of the Shed. These contain the steam-heating system. Return air ducts from the floor of the Shed maintain the air circulation. The Shed is furnished with a water supply system and hose connections.

The old sliding doors and door tracks were removed and replaced by refrigerator-type doors on both sides and ends. Double windows have been installed over doors on each side, the walls insulated and an insulated underhung ceiling constructed.

The roof trusses were strengthened to carry the additional ceiling loads.

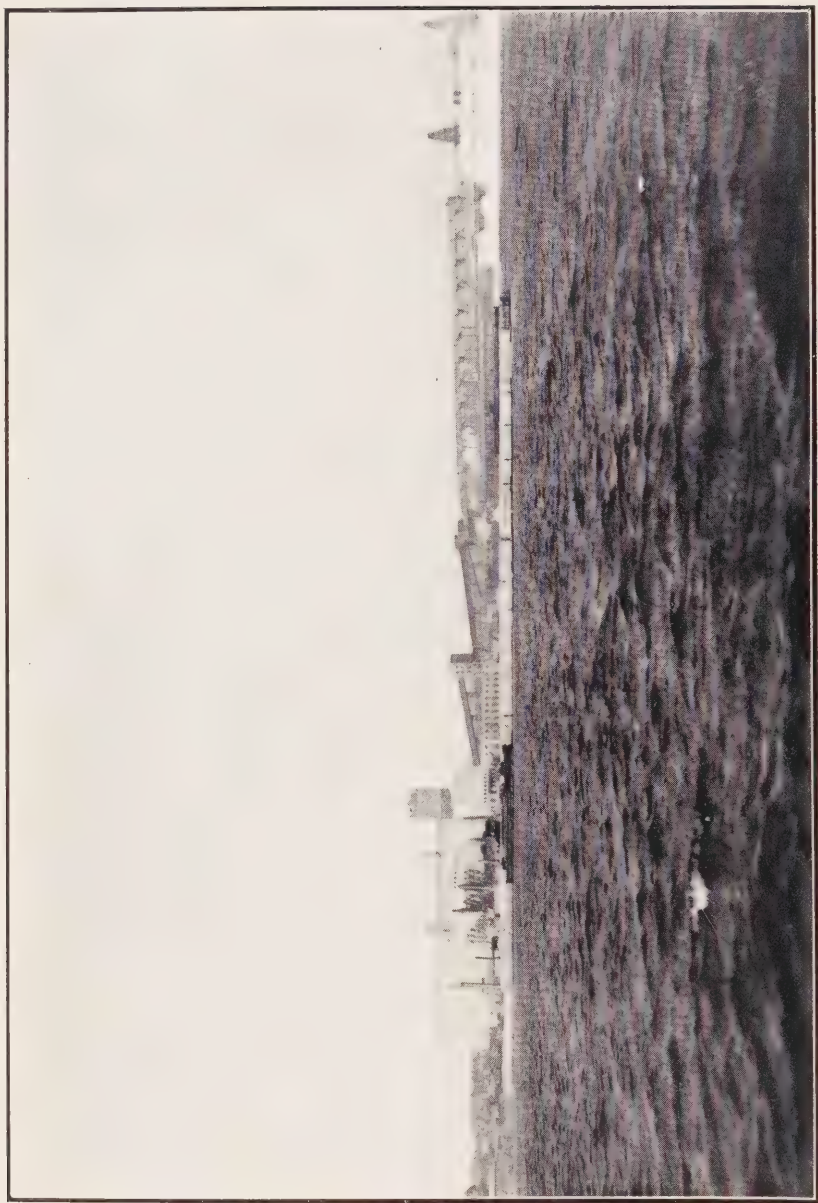
(l) *Steam Main, Pier No. 2:*

A new steam main of extra heavy wrought iron pipe with all necessary valves, expansion joints and other fittings was installed from the Canadian National Railway's steam boiler plant at Deep Water Terminals, to Transit Shed No. 2. The total length is about 300 feet. The main was insulated with magnesia covering and sealed with waterproof wrapping.

This work was necessary in order to replace the former main which had been located below the concrete deck of the Pier and had been subject to salt water spray, etc. The old main was badly corroded when the property was transferred to the Harbour Commissioners and had become altogether unsafe for any considerable steam pressure.

(m) *Temperature-Regulated Storage, Pier No. 2:*

In order to provide temperature-regulated storage for seed potatoes while waiting shipment to export markets, the second floor of Pier No. 2 Transit Shed was divided into two parts by an insulating fibre-board partition placed about midway between the east and west ends of the Shed. The eastern portion, with a floor area of 56,914 square feet, was set apart for storage purposes. At a later date this was increased by 35,640 square feet, another fibre-



The site of Pier B, showing some of the cribs in position.

board partition being erected 180' further east. Large refrigerator-type doors permit of passage from one end of the Shed to the other.

An insulating wood floor consisting of eel grass quilting under $1\frac{1}{2}$ " T and G spruce flooring on 2" x 3" wood sleepers fixed in concrete was laid over the reinforced concrete slabs.

All windows and doors have been weathered in and covers placed around hatchways, escalators, etc.

The existing heating system was reconditioned and modified. Wing heaters and thermostats are so placed as to maintain an even temperature of about 40°.

Thermographs were provided to give a continuous record of the temperatures at various locations in the storage space.

(n) *Special Temperature Storage for West India Fruits and Vegetables, Transit Shed No. 27:*

In order to meet the requirements of the West India Fruit and Vegetable Trade, the warm storage chamber which had been built at the west end of Shed No. 27, has been remodelled and refitted. An intermediate floor was constructed and the whole chamber divided by a central partition. In this way four compartments are provided: two with temperature regulation between 40° and 45° and two for warm storage with temperature regulation between 50° and 70°.

Necessary insulating material was applied to the several walls and roof of the chamber in order to maintain these temperatures. A steam-heating system was installed and necessary electric lighting. A special cargo elevator has been installed to give access to the upper chambers and special light warehouse-type cargo trucks have been supplied to facilitate the handling of the delicate commodities into and out of these storage chambers.

(o) *Heating Installation for Transit Sheds No. 24, No. 25, No. 27 and No. 28:*

A permanent steam heating installation was placed in all offices and heated chambers in Transit Sheds No. 25 and No. 28, with

pipings main to heating system in the special storage chambers in Shed No. 27 as covered under Item (n). This main is sufficient to take care of future steam requirements in Shed No. 27.

Permanent heating installation was also made in the C. N. S. offices as referred to under Item (j).

It is proposed that ultimately all this heating installation will be supplied with steam by an extension of the steam main from the Nova Scotia Light & Power Company, who are now supplying steam as far as Shed No. 22.

In the meantime, in order to take care of present requirements, a temporary boiler installation was made at the west end of Shed No. 28 and temporary mains were extended from same to connect up with the permanent heating installations as aforesaid. Temporary connections were also run to connect up with the heating system installed in the heating tunnels of Shed No. 24.

(p) Telephone Installation for Grain Elevator and Conveyor Galleries:

Due to the additions made to the Grain Galleries, the old inter-communication telephone system became inadequate. It was therefore considered necessary to install a manually operated telephone system and switch-board with dust-proof telephones.

The switch-board is located in the Elevator Office. Twenty-nine phones were installed located through the Elevator Houses and throughout the Conveyor Gallery system. One phone is installed in each tower of the system and one near the centre of each berth space of the shipping Galleries. The system is designed in such a way as to allow for future extension.

It is to be noted that sub-divisions (a) to (o) inclusive, listed above under "Improvements in Port Facilities," were in general carried out by this Department with day labour and direct purchase of materials.

ACQUISITION OF PROPERTY

During the year 1930, additional areas were acquired by the Harbour Commissioners as follows:

On January 14, an area of 1.22 Acres, at Pier No. 9 from the C. N. Railway.

On January 14, six (6) parcels of land, totalling 14.07 Acres at Ocean Terminals, from the C. N. Railway. (Two small parcels of land, totalling 0.5 Acres were returned to the C. N. Railway).

On August 6, one (1) parcel of land on the south side of the N. S. Light & Power Company's Car Barn No. 2, containing 1.6 Acres, from the C. N. Railway.

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Canada, Halifax Harbour Commission

Government
Publications

THE PORT of HALIFAX CANADA



Annual Report
1931

ANNUAL REPORT

OF THE

HARBOUR COMMISSIONERS

OF

HALIFAX

CANADA

FOR THE YEAR 1931

COMMISSIONERS

E. C. PHINNEY, President.

J. L. HETHERINGTON.

F. P. MERCHANT.

OFFICERS

J. J. MACDONALD, M.E.I.C., A.M.Inst.C.E., etc.,	Chief Engineer.
F. C. CORNELL, F.S.S. - - - - -	Traffic Manager.
F. W. DONKIN - - - - -	Chief Accountant.
CAPTAIN A. E. TAYLOR - - - - -	Harbour Master.
V. D. DURING - - - - -	Elevator Superintendent
ALAN S. MARTIN, A.C.I.S. - - - - -	Secretary

Halifax, N.S.,

Canada.

18th April, 1932

THE HON. ALFRED DURANLEAU, P.C., M.P.,

Minister of Marine,

Ottawa.

We have the honour to submit our report on operations for the year ended 31st December, 1931.

We have the honour to be, Sir,

Your obedient servants,

E. C. PHINNEY, President.

J. L. HETHERINGTON,

F. P. MERCHANT,

Harbour Commissioners.



Return of the Latin America Trade Mission
S. S. "Prince Robert" pulling in to Shed 20 on 11th April.

ANNUAL REPORT

1931

A year ago the present Commissioners had been in office for a few months only and were engaged in the improvement and development of the organization and in studying conditions at the port, with a view to formulating a policy designed to further its interests. Believing that the securing and maintaining of an ever increasing flow of traffic through the port is one of the most important features of port administration, they created a Traffic Department which, during the past year, directed its attention to securing additional tonnage for the port and to handling that tonnage as efficiently and as economically as possible. At the same time, continuous efforts have been made to reduce operating expenses as much as is consistent with the efficient use of the facilities. The maintenance of the properties under the Commissioners' control and the prosecution of new work have, at the same time, not been neglected. The Commissioners feel that both as a business enterprise and as a national utility, the port has made distinct progress during the year. The following pages will show in detail what has been accomplished.

It has not been the custom of the Commissioners to refer to all those distinguished people who have sailed to or from the port, but exception must be made in the following two cases. Halifax was the port of departure and return of the Trade Mission to Latin America which sailed on the S. S. "Prince Robert" on 21st February and was welcomed home on 11th April. On 4th April, a week before the return of the trade mission, Halifax was greatly honoured when the S. S. "Duchess of Bedford" entered the harbour bearing on board the Rt. Hon. the Earl of Bessborough, Governor-General of Canada, and his family. The Earl of Bessborough was the first Governor-General to land at the Ocean Terminals, but the fourth to land at Halifax. The steamer docked at Shed 20, in which shed the Governor-General was formally welcomed to Canada by the Prime Minister and members of his government.



The Canadian Pacific in Halifax.

Two "Duchess" Class Ships at the Quay Wall and the S.S. Letetia astern.

During the year, the Commissioners were glad to welcome to Halifax Sir Alexander Gibb and his colleagues and to give them all the assistance and information they required in their National Ports Survey insofar as it concerned Halifax. Many problems of the port were discussed, both of general and specific importance, and the Commissioners wish to record their sincere appreciation of the serious and sympathetic consideration given them and for the practical help which they were to the Commissioners in some of the matters submitted to them.

In accordance with the terms of an agreement entered into between the Canadian Pacific Railway, the Canadian Pacific Steamships and the Canadian National Railways, the Canadian Pacific organization is, after an interval of twenty years, again using this port with regular passenger and freight sailings. On 28th November, S. S. "Montclare" inaugurating this service, docked at Shed 21. The Canadian Pacific trains and ships will receive the closest co-operation of the Commissioners and their officers and every effort will be bent to making the use of the port by the Canadian Pacific of mutual benefit.

In the beginning of July, at the request of the Prime Minister the Commissioners loaned the services of their Chief Engineer, Mr. J. J. Macdonald, to take charge of the reconstruction of the West Saint John Harbour facilities, which had been destroyed by fire on 22nd June. Mr. Macdonald left for Saint John on 4th July and returned on 3rd December to take up his work in Halifax. During his absence in Saint John, the Commissioners were fortunate in having placed at their disposal as Acting Chief Engineer Mr. E. H. James, M.E.I.C., Assoc. M. Inst. C. E., whose services were of great value to them.

The Commissioners wish to express their appreciation of the assistance given them by the Honourable the Minister of Marine and the officers of his Department, and at the same time, take this opportunity of placing on record their great regret and feeling of personal loss in the retirement of Mr. Alexander Johnston from the responsible position which he has occupied with such power and distinction for so many years. They wish to thank Mr. Johnston for his wise guidance and the invariably courteous consideration which he has given to the many problems submitted to him.

BALANCE SHEET

as at December 31st, 1931

ASSETS

Capital Expenditure.

Harbour Development in general.....	\$ 205,206.91	
Real Estate Purchases.....	2,846.96	
Piers, Wharves and Basins.....	4,638,036.96	
Plant and Facilities.....	176,916.88	
Grain Elevator System.....	1,024,251.98	
Permanent Sheds and Facilities.....	1,503,315.04	
	<hr/>	
	7,550,574.73	
Operating Equipment.....	54,893.64	
	<hr/>	
		\$7,605,468.37

Current Balances.

Accounts Receivable.....	\$ 370,503.98	
Cash on hand and in Bank.....	2,631.33	
Department of Marine, Claim Aug. 25/31,		
Expenses of "Orde" Enquiry.....	5,235.00	
Stores and Material.....	27,624.71	
Unexpired Insurance Premiums.....	1,112.13	
	<hr/>	
		407,107.15
Operating Account, Deficit.....		52,592.70
		<hr/>
		\$8,065,168.22

Contract Deposits, Per Contra.

Bonds, Dominion of Canada, at par.....	\$ 300,000.00	
Bonds, Province of Nova Scotia, at par.....	10,000.00	
Guarantee Fund, The Royal Trust Company..	25,495.34	
	<hr/>	
		335,495.34
		<hr/>
		\$ 8,400,663.56

Statement of Revenue and Expenditure for the Year Ending December 31st, 1931

REVENUE

Grain Elevator.....	\$ 18,960.09
Wharfage.....	127,759.52
Storage.....	43,568.17
Dockage.....	43,779.23
Water.....	10,684.14
Rentals.....	69,887.22
Harbour Master's Fees.....	3,134.50
Cargo Trucks.....	1,744.80
Miscellaneous.....	24,372.89
Discount.....	1,245.48

\$ 345,136.04

E. C. PHINNEY, President

F. W. DONKIN, Chief Accountant.

Halifax, Nova Scotia.

BALANCE SHEET

as at December 31st, 1931

LIABILITIES

Debtenture Indebtedness—

Department of Finance, Ottawa.

Series "A", 5%, due 1954.....	\$ 500,000.00	
Series "B", 5%, due 1955.....	5,000,000.00	
Series "C", 5%, due 1956.....	1,383,000.00	
	<hr/>	\$6,883,000.00

Royal Bank of Canada, Advances.....		882,893.85
Accounts Payable, Contractors, etc.....	\$ 156,858.32	
Debtenture Interest due and unpaid.....	136,669.18	
	<hr/>	
	293,527.50	
Pay Rolls.....	5,746.87	
	<hr/>	299,274.37
		<hr/>
		\$8,065,168.22

Deposits on Contracts, per contra.....		335,495.34
		<hr/>

\$ 8,400,663.56

NOTE. The Corporation has contracted for expenditures on new construction work (not yet completed) and the above Statement only contains Liability for work which has been approved and passed for payment by the Chief Engineer.

Statement of Revenue and Expenditure for the Year Ending December 31st, 1931

EXPENDITURE

Deepwater and Ocean Terminals—

Maintenance and Operating Charges.....	\$ 257,607.12
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Grain Elevator and Galleries—

Maintenance and Operating Charges.....	39,679.58
--	-----------

Administration—

Salaries and Expenses.....	\$120,319.76	
Less, recharged to Capital Accounts.....	9,145.77	
	<hr/>	111,173.99

		<hr/>
		\$ 408,460.69
Deficit for the Period.		<hr/>
		\$ 63,324.65

DEFICIT ACCOUNT

Balance Surplus brought forward December 31st, 1930.....	\$ 20,399.34
Deduct, charge for Steam supplied prior to January 1st, 1931.....	9,667.39
	<hr/>
	\$ 10,731.95
Operating Deficit for year ending Dec. 31, 1931, per above Statement	63,324.65
Balance, Deficit, carried forward, December 31st, 1931.....	<hr/>
	\$ 52,592.70

Audited and verified, in accordance with our report of this date,

CROWELL, BALCOM & CO.
HARVEY E. CROWELL,
Chartered Accountants

Balance Sheet Detail

December 31st, 1931

CAPITAL EXPENDITURES

Harbour Development in General.

Paving of the Marginal Roadway, Ocean Terminals.....	\$ 85,429.28	
Surveys and Investigations.....	38,351.93	
Roadway and Approach, Pier 9.....	19,156.93	
Roadway and Approach, Ramps, etc., Office Building, Berth 20.....	14,734.98	
Miller Street Development.....	45,468.31	
Erection Barrier Fence, Ocean Terminals.....	1,306.00	
Dredging along Quay Wall and Basin No. 1, Ocean Terminals.....	759.48	
	<hr/>	\$ 205,206.91

Real Estate Purchases.

Acquisition Additional Property, Pier 9.....	2,846.96
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Piers, Wharves and Basins.

Miscellaneous Repairs to Pier 2, Wharf Structure.....	\$ 16,436.90	
Pier "B" Unit.....	4,016,983.21	
Miscellaneous Repairs to Pier 9 Wharf.....	23,048.38	
Construction Pier No. 5.....	295,377.97	
Sub-structure Repairs, Pier 2.....	286,190.50	
	<hr/>	4,638,036.96

Plant and Facilities.

Steam Main to Piers 3 and 4.....	\$ 4,867.81	
Miscellaneous Items, Plant Equipment.....	83,276.20	
Outdoor Electrical Sub-station.....	29,810.79	
Re-arrangement Facilities by C. N. Rys.....	7,856.22	
Construction Sewer, Pier 9.....	9,622.59	
Installation Range Lights.....	675.33	
Sewer By-Pass to Pier A.....	3,565.10	
6" Steam Renewal Main, Pier 2.....	3,362.42	
Steam Facilities to Sheds Nos. 24-25, 27 and 28	13,836.73	
Fixed and Portable Cattle Chutes, Pier 9.....	3,931.97	
Fire Protection Equipment and Installation...	16,111.72	
	<hr/>	\$ 176,916.88

Grain Elevator System.

Grain Galleries to Sheds 21 and 22.....	\$ 115,239.60	
Additions to Elevator No. 1, Alterations to Track Shed, etc.....	551,853.89	
Additions to Conveyors.....	286,611.75	
Construction Marine Tower.....	70,546.74	
	<hr/>	1,024,251.98

Carried Forward.....	\$ 6,047,259.69
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Balance Sheet Detail

Decembr 31st 1931

CAPITAL EXPENDITURES.

Brought Forward \$6,047,259 69

Permanent Sheds and Facilities.

Shed at New Pier 2, D. W. T.—	
Partial Reconstruction of Roofing	\$ 39,726.25
Escalator Installation	9,679.27
Changes in Shed	28,637.03
Reconstruction of North side of roof, re-	
modelling windows, etc.	26,204.54
Partial Restoration of Concrete	25,375.15
Floors, Partitions, etc. for Special Tempera-	
ture Regulated Storage	24,755.77
Reconditioning of Shed	68,588.93
Weatherproof and Lock up Storage	2,187.75
	<hr/>
	225,154.69

New Transit Shed and Office Building, Berth 20	388,472.26
Permanent Floors and Foundations, Sheds	
23 and 25	167,327.56
Miscellaneous Repairs to Shed 4	6,126.68
Miscellaneous Repairs to Shed 3	10,089.86
Construction of Transit Shed 27	337,230.98
Permanent Floors and Foundations and Con-	
struction C. N. S. Offices, Shed 28	165,051.02
Construction C. N. Ry. Offices, Shed 22	24,542.92
Conversion of Shed 24 to Frost Proof Ware-	
house	156,795.87
Construction of Special Temperature Regulated	
Storage Chambers, Shed 27	6,639.57
Stevedores Rest Rooms, Gear Rooms, etc. at	
H. O. T. and D. W. T.	13,738.70
Shipping Offices and Gear Rooms, Shed 21	2,144.93
	<hr/>
	1,503,315.04
	<hr/>
	\$7,550,574.73

Operating Equipment.

Engineers', Police, Messengers' and Miscel-	
laneous Equipment	28,027.60
Office Furniture, etc.	26,866.04
	<hr/>
	54,893.64
	<hr/>
	\$7,605,468.37
	<hr/>



S.S. "Berengaria" (52,226 gross tons) lying alongside Shed 20 at Ocean Terminals.

CRUISES TO HALIFAX

During the past year, there was a considerable development of tourist traffic from New York to Halifax by some of the largest and best known liners in the world. This movement, whilst not affecting the revenues of the Commissioners to any great extent, brought many thousands of visitors to the City and the Province and was of considerable advertising value to the port. These cruises, being a new departure, were somewhat experimental in character, but achieved such a great success that it is likely that they will become, to some extent, a permanent feature of the business of the port.

USE OF FOREIGN PORTS BY CANADIAN EXPORTS

As stated in the last Annual Report, the Commissioners feel that Halifax will never occupy the position to which it is entitled unless some solution is found to the problem of Canadian exports, particularly grain, passing through foreign ports. The President of the Commissioners, therefore, visited Winnipeg in November to put the views of the Commissioners before the leading men of the grain trade. He was very cordially received by leading grain merchants, bankers, and other business men and found a very widespread and sympathetic response to the views of the Commissioners that to allow this very severe drain to continue is suicidal to the best National interests.

GRAIN RATE APPEAL

An appeal was made by the Halifax Harbour Commissioners and the Transportation Commission of the Maritime Board of Trade to His Excellency The Governor-in-Council from Order No. 45638 of the Board of Railway Commissioners for Canada, dismissing the application of the Halifax Harbour Commissioners and of the Transportation Commission of the Maritime Board of Trade for the publication of an all-rail rate on grain in carloads from Armstrong, Ont., Port Arthur and/or Fort William and Westfort, Ont. over the National Transcontinental Railway to Saint John, West Saint John and Halifax of 19.34 c. per 100 lbs. for export.

This appeal was heard by the Governor-in-Council after the end of the year.



Warehousing Facilities
Grain Products in storage.

MARINE TOWER

Reference may here be made, on account of its connection with traffic, to the construction at Shed 25 of a Marine Tower for the unloading of water-borne grain. It is designed to unload grain at the rate of 15,000 bushels per hour and is connected with the Grain Elevator through the existing grain galleries. The time required for unloading a steamer and the cost of handling the grain will be materially decreased by the use of this equipment and the attractiveness of the port will be thereby increased.

WAREHOUSING AND DISTRIBUTING

During the past year, in order to generate and take proper care of new traffic, it was necessary to extend the Commissioners' warehousing facilities both for the assembling of outbound cargoes and for the storage of the unsold portion of inbound cargoes. The upper floor of the shed on Pier 2 was remodeled into a modern warehouse, and lock-up cribs were provided on the lower floor of the same shed. This increased accommodation largely took care of the export movement of potatoes and the inbound movement of flour and other goods from the St. Lawrence River and the Great Lakes. The upper floor of Shed 22 and the east end of Shed 27 were also used for warehousing.

The Commissioners are pleased to state that shippers throughout Canada took advantage of these additional facilities to a marked degree. This is brought out strongly by a study of the movement of cargo by trade routes.

Shipments from the St. Lawrence River and the Great Lakes in 1931 amounted to 66,910 tons compared with shipments of 43,026 tons in 1930. Shipments to the West Indies and Cuba amounted to 104,604 tons in 1931 compared with 93,666 tons in 1930 and shipments to U. S. Atlantic ports amounted to 49,452 tons in 1931 compared with 11,242 tons in 1930.

Certain classes of traffic, such as paper, grain and grain products and canned goods are now on a well established basis and further increases in this traffic can normally be expected.

PASSENGERS AND MAIL

The number of passengers arriving and departing by steamer during 1931 was 55,598. There was a marked decrease in the number of immigrants arriving at Halifax during the year, but this was compensated for by the large number of passengers arriving on cruise ships during the summer.

86,455 bags of mail were handled over the Commissioners' piers during the year, compared with 74,469 bags in 1930.

GRAIN ELEVATOR

The total receipts and shipments at the Elevator were as follows:—

	ON HAND Jan. 1, 1931	RECEIVED	SHIPPED	On HAND Dec. 31, 1931
	Bus.	Bus.	Bus.	Bus.
Wheat.....	9,276	23,914	.....	33,190
Oats.....	29,522	5,236	34,759	.....
Barley.....				
Rye.....	660,346	57,665	150,000	568,012
Flax.....				
Corn.....	112,424	1,137,376	942,028	307,772
Totals.....	811,568	1,224,192	1,126,787	908,975
1930.....	827,594	830,477	731,995	926,076
1929.....	861,079	6,226,892	6,260,314	827,594

CARGO TONNAGE

It will be seen from the statement of shipments of Commodities printed on pages 27 to 29 of this report that the total cargo tonnage passing over piers controlled by the Commissioners was 701,997 compared with 799,272 in 1930. Practically all of this decrease was registered in the first four months of the year and increases were shown for each of the last five months.

Of the five main groups into which the statement is divided, it will be seen that "Agricultural" was the only one to show an increase during the year. This was caused by an increase in shipments of Potatoes from 14,938 tons in 1930 to 47,906 tons in 1931. Smaller increases in the same group were about off-set by similar decreases.

Analysing the other groups, it will be seen that the decrease of 17,128 tons in "Animal Products" is almost entirely accounted for by a decrease in imports of Butter—a situation brought about by the changed economic relations between this Dominion and New Zealand.

The decrease in "Mine Products" is more than accounted for by the decrease in shipments of Anthracite and Bituminous Coal from 141,438 tons in 1930 to 107,048 tons in 1931.

The main decrease in "Forest Products" was 33,707 tons in Lumber, Timber, Shooks, Staves and Headings.

In two sub-divisions of the group "Manufactures and Miscellaneous," viz.:—"Automobiles and Trucks", with a decrease of 18,049 tons and "Paper", with a decrease of 18,398 tons, substantially the same cause was operating as was referred to above, viz.: Canadian-New Zealand trade relations. This is confirmed by a study of the movement of cargo classified according to trade routes, the South Pacific trade route imports being 3,359 tons in 1931 compared with 21,281 tons in 1930 and the exports being 17,375 tons in 1931 compared with 57,355 tons in 1930, a decrease for this route amounting to 57,902 tons.

The analysis of the year's traffic according to trade routes shows that the biggest decrease was in the Trans-North Atlantic route, 222,384 tons being handled in 1931 compared with 314,880 tons in 1930.

It will be seen, therefore, from the above figures that decreases, owing to general world conditions, in the movement of two staple commodities, viz.: Coal and Lumber and, owing to altered trade relations between this Country and New Zealand, in Butter, Automobiles and Paper, accounted for 121,138 tons, a good deal more than the total decrease of 97,275 tons.

Taking these facts into consideration, the Commissioners feel that the Cargo Tonnage figures are considerably better than would appear on the surface and, in view of the disturbed economic conditions throughout the world, not discouraging.

The above figures deal with movements over the Commissioners' piers only. The total cargo tonnage of the whole port for the year 1931 was 1,573,580. This compares with an estimated tonnage of 1,825,000 in 1930.



Unloading Bananas by Escalator

POLICE FORCE

The Commissioners' Police Force maintained a high standard of efficiency during the year. At the beginning of the year, the force consisted of the Chief, 3 Sergeants, and 19 Constables. In June, in line with the Commissioners' policy of cutting down expenses, the number of constables was reduced by 6, thereby reducing the total strength of the force to 17, at which number it remained for the remainder of the year.

The force carried out its duties satisfactorily in the patrolling of the sheds and in the care and handling of the Life Saving, First Aid, and Fire Protection Equipment with which the sheds and wharves are furnished. By unremitting vigilance and care, pilfering has been very substantially reduced.

In the summer, new conditions had to be met when thousands of passengers were landed by the cruise ships. Congestion and confusion in the sheds were avoided by the adoption of the one-way system for motor cars and, on a check being made of the number of cars taking up tourists in Shed 20, it was found that in one hour and forty-five minutes 118 cars received passengers and cleared from the gateway.

During June, July and August, sixteen members of the force attended lectures on First Aid given to them in their off-duty hours by an inspector of the St. John's Ambulance Association. All those attending the lectures successfully passed an examination at the end of the course, and received the Association's certificate of proficiency. This course greatly improved the efficiency of the force in this respect and 214 patients applied for and received First Aid at the various stations.

The endeavour of the force has always been to prevent crime and reduce the number of offences, but it was, unfortunately necessary to make 15 arrests during the year. Of these, 1 was for Vagrancy, 8 were for Trespassing, 2 for Theft, and 4 for Drunkenness. Every arrest was followed by a conviction.

CANADIAN COASTAL SERVICES INWARD

Statement Showing Number of Vessels and Net Tonnage, by Months, with
Calendar Year Totals, Entered Inward at the Harbour
of Halifax, Canada

Calendar Year 1931

MONTH	BRITISH				FOREIGN				TOTALS	
	No. Steamers	Net Tonn. Steamers	No. Sailing Vessels	Net Tonn. Sailing Vessels	No. Steamers	Net Tonn. Steamers	No. Sailing Vessels	Net Tonn. Sailing Vessels	No. Vessels	Net Tonnage
January . . .	64	53,037	96	4,235	5	7,715	..	...	165	64,987
February . .	39	28,815	55	2,341	3	5,740	..	...	97	36,896
March . . .	57	41,427	54	2,213	3	2,712	..	...	114	46,352
April . . .	60	31,358	96	3,133	2	2,421	..	...	158	36,912
May . . .	73	48,917	126	4,698	3	3,970	..	...	202	57,515
June . . .	65	55,000	121	3,605	5	5,482	1	83	192	64,170
July . . .	62	45,495	130	4,502	5	7,014	..	...	197	57,011
August . . .	71	47,074	111	3,452	5	4,570	..	...	187	55,096
September .	64	48,086	142	4,901	1	1,930	..	...	207	54,917
October . .	72	56,910	170	7,350	3	1,402	2	145	247	65,807
November .	73	59,330	212	9,321	4	5,431	..	...	289	74,082
December .	70	106,508	123	4,645	5	7,828	..	...	198	118,981
Totals . . .	770	621,957	1,436	54,396	44	56,145	3	228	2,253	732,726
1930 . . .	829	732,469	1,352	51,442	87	77,170	1	325	2,269	861,406

TRANSOCEANIC SERVICES INWARD
Statement Showing Number of Vessels and Net Tonnage, by Months, with
Calendar Year Totals, Entered Inward at the Harbour
of Halifax, Canada

Calendar Year 1931

MONTH	BRITISH			FOREIGN			TOTALS	
	No. Steamers	Net Tonn. Steamers	No. Sailing Vessels	Net Tonn. Sailing Vessels	No. Steamers	Net Tonn. Steamers	No. Sailing Vessels	Net Tonn. Sailing Vessels
January...	58	244,241	16	1,712	22	67,650	96	313,603
February...	55	271,700	6	375	26	99,168	87	371,243
March...	60	282,270	7	529	25	96,059	92	378,858
April.....	44	202,086	7	350	19	97,444	70	299,880
May.....	38	125,177	7	1,043	24	109,115	69	235,335
June.....	38	126,958	19	1,040	17	73,512	74	201,510
July.....	34	218,773	12	986	18	105,630	64	325,389
August....	41	339,359	5	363	20	96,998	66	436,720
September.	42	224,246	5	1,271	24	102,818	71	328,335
October...	36	164,695	1	274	20	82,387	57	247,356
November.	40	181,667	2	202	18	59,193	60	241,062
December..	53	303,342	4	498	27	86,840	84	390,680
Totals.....	539	2,684,514	91	8,643	260	1,076,814	890	3,769,971
1930.....	636	2,505,942	29	3,380	335	1,595,995	1,004	4,112,010

CANADIAN COASTAL SERVICES OUTWARD

Statement Showing Number of Vessels and Net Tonnage, by Months, with
Calendar Year Totals, Entered Outward at the Harbour
of Halifax, Canada

Calendar Year 1931

MONTH	BRITISH			FOREIGN			TOTALS	
	No. Steamers	Net Tonn. Steamers	No. Sailing Vessels	Net Tonn. Sailing Vessels	No. Steamers	Net Tonn. Steamers	No. Sailing Vessels	Net Tonn. Sailing Vessels
January	46	20,093	45	2,298	2	5,990	93	28,381
February	36	21,742	21	1,008	3	7,118	60	29,868
March	53	40,638	40	1,493	5	5,417	98	47,548
April	68	66,461	78	3,209	5	7,850	151	77,520
May	67	37,326	84	3,737	3	3,116	154	44,179
June	66	49,289	80	3,979	6	3,929	152	57,197
July	60	38,268	127	4,361	5	7,014	192	49,643
August	65	61,300	111	3,642	6	5,465	182	70,407
September	60	43,415	135	4,653	2	2,369	197	50,437
October	63	49,346	165	6,216	3	1,402	233	57,109
November	75	54,076	207	9,115	4	5,431	286	68,622
December	59	95,098	126	5,743	5	7,828	190	108,669
Totals	718	577,052	1,219	49,454	49	62,929	1,988	689,580
1930	730	476,195	1,049	42,174	83	84,229	1,863	602,617

TRANSOCEANIC SERVICES OUTWARD
Statement Showing Number of Vessels and Net Tonnage, by Months, with
Calendar Year Totals, Entered Outward at the Harbour
of Halifax, Canada

Calendar Year 1931

MONTH	BRITISH				FOREIGN				TOTALS	
	No. Steamers	Net Tonn. Steamers	No. Sailing Vessels	Net Tonn. Sailing Vessels	No. Steamers	Net Tonn. Steamers	No. Sailing Vessels	Net Tonn. Sailing Vessels	No. Vessels	Net Tonnage
January....	64	268,848	13	1,204	23	63,443	..	....	100	333,495
February...	59	260,550	7	507	25	90,919	..	....	91	351,976
March.....	59	299,811	4	199	23	101,010	..	....	86	401,020
April.....	45	180,566	12	1,151	19	97,678	..	....	76	279,395
May.....	37	125,283	16	897	22	105,417	..	....	75	231,597
June.....	39	133,797	21	2,139	17	74,145	..	....	77	210,081
July.....	32	211,223	10	1,171	18	105,987	..	....	60	318,381
August....	42	341,993	7	461	20	96,998	..	....	69	439,452
September..	43	228,132	9	1,451	24	102,818	..	....	76	332,401
October....	39	175,306	2	323	17	81,512	..	....	58	257,141
November...	35	165,321	2	202	18	59,193	..	....	55	224,716
December..	59	323,982	4	498	26	85,805	..	....	89	410,285
Totals.....	553	2,714,812	107	10,203	252	1,064,925	..	....	912	3,789,940
1930.....	665	2,711,390	158	13,022	333	1,588,674	4	2,695	1,160	4,315,781

ALL SERVICES INWARD

Statement Showing Number of Vessels and Net Tonnage, with Freight,
Entered Inward at the Harbour of Halifax, Canada,
Excluding 48 Vessels not Registered

Calendar Year 1931

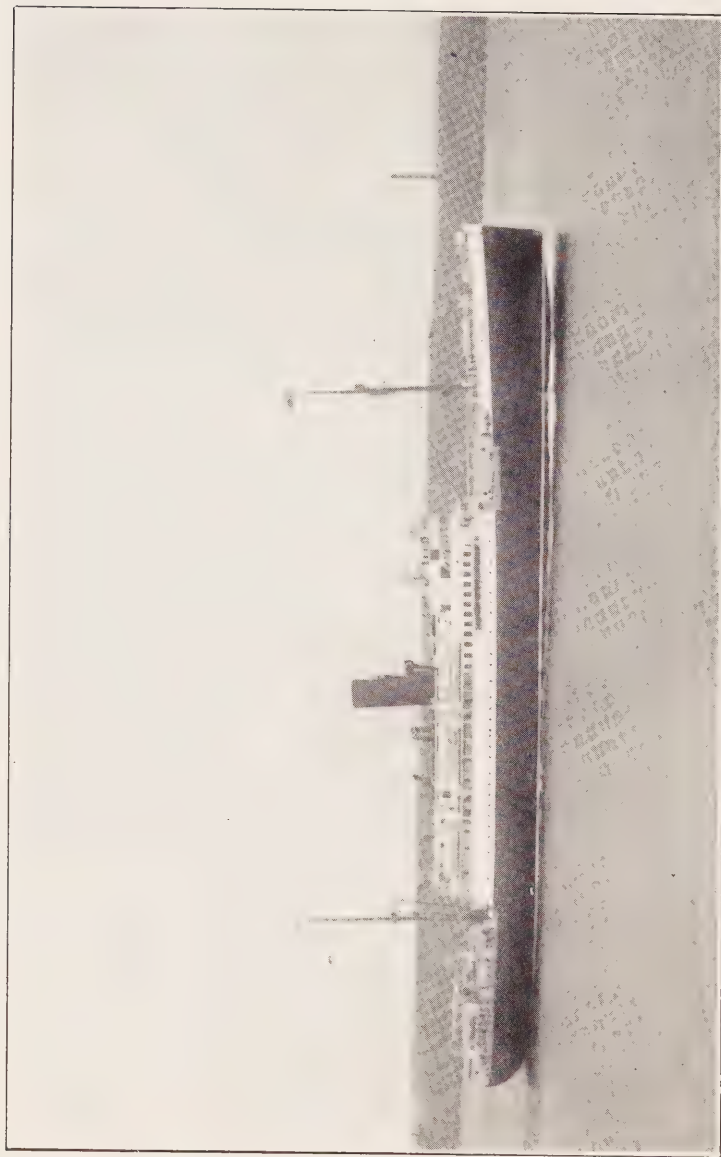
MONTH	TRANSOCEANIC			COASTWISE		TOTALS		CARGO TONNAGE		
	No. Vessels	Net Tonnage	Passen- gers	No. Vessels	Net Tonnage	No. Vessels	Net Tonnage	H. H. C. Piers	Private Piers	Total
January.....	96	313,603	779	165	64,987	261	378,590	37,632	58,970	96,602
February.....	87	371,243	824	97	36,896	184	408,139	24,517	50,764	75,281
March.....	92	378,858	1,448	114	46,352	206	425,210	39,660	60,596	100,256
April.....	70	299,880	1,353	158	36,912	228	336,792	32,196	65,042	97,238
May.....	69	235,335	1,138	202	57,515	271	292,850	29,779	41,053	70,832
June.....	74	201,510	713	192	64,170	266	265,680	19,087	53,923	73,010
July.....	64	325,389	4,280	197	57,011	261	382,400	19,137	65,655	84,792
August.....	66	436,720	13,068	187	55,096	253	491,816	15,007	26,710	41,717
September.....	71	328,335	4,073	207	54,917	278	383,252	20,152	59,155	79,307
October.....	57	247,356	607	247	65,807	304	313,163	32,475	35,993	68,468
November.....	60	241,062	461	289	74,082	349	315,144	42,272	34,393	76,665
December.....	84	390,680	1,144	198	118,981	282	509,661	27,490	66,496	93,986
Totals.....	890	3,769,971	29,888	2,253	732,726	3,143	4,502,697	339,404	618,750	958,154
1930.....	1,004	4,112,010	41,559	2,269	861,406	3,273	4,971,316	401,491	581,758	983,249

ALL SERVICES OUTWARD

Statement Showing Number of Vessels and Net Tonnage, with Freight,
Entered Outward at the Harbour of Halifax, Canada.
Excluding 47 Vessels not Registered.

Calendar Year 1931

MONTH	TRANSOCEANIC			COASTWISE		TOTALS		CARGO TONNAGE		
	No. Vessels	Net Tonnage	Passen- gers	No. Vessels	Net Tonnage	No. Vessels	Net Tonnage	H. H. C. Piers	Private Piers	Total
January.....	100	333,495	784	93	28,381	193	361,876	58,718	3,482	62,200
February.....	91	351,976	1,001	60	29,868	151	381,844	46,116	9,455	55,571
March.....	86	401,020	1,372	98	47,548	184	448,568	44,947	6,572	51,519
April.....	76	279,395	694	151	77,520	227	356,915	23,097	39,499	62,596
May.....	75	231,597	597	154	44,179	229	275,776	15,067	21,044	36,111
June.....	77	210,081	538	152	57,197	229	267,278	10,739	57,032	67,771
July.....	60	318,381	3,260	192	49,643	252	368,024	11,022	31,504	42,526
August.....	69	439,452	13,077	182	70,407	251	509,859	9,733	22,557	32,290
September.....	76	332,401	1,090	197	50,437	273	382,838	30,252	24,073	54,325
October.....	58	257,141	806	233	57,109	291	314,250	23,745	19,724	43,469
November.....	55	224,716	618	286	68,622	341	293,338	27,718	18,471	46,189
December.....	89	410,285	1,873	190	108,669	279	518,954	48,678	12,181	60,857
Totals.....	912	3,789,940	25,710	1,988	689,580	2,900	4,479,520	349,832	265,594	615,426
1930.....	1,160	4,315,781	.....	1,863	602,617	3,023	4,918,398	396,631	400,021	796,652



Furness Red Cross Liner "Nerissa" which has called at Halifax regularly during the past six years.

SHIPMENTS BY COMMODITIES OVER HALIFAX HARBOUR COMMISSIONERS' PIERS

COMMODITIES	Cutward 1931 (Tons)	Inward 1931 (Tons)	Total 1931 (Tons)	Total 1930 (Tons)
Agricultural Products				
1. Wheat	260.5	106.4	366.9	391.0
2. Corn	210.0	28,631.9	28,841.9	19,447.0
3. Oats	2,545.2	840.5	3,385.7	2,677.0
4. Barley	11.9	0.1	12.0	405.1
5. Rye	4,199.9	.....	4,199.9	.....
6. Flax .....	.....	.....	.....	3.1
7. Other Grain	67.0	6,757.8	6,824.8	8,391.0
8. Flour	48,838.9	8,243.8	57,082.7	58,541.7
9. Other Mill Products	7,903.5	4,875.8	12,779.3	5,062.0
10. Hay and Straw	846.2	20.0	866.2	3,997.0
11. Cotton .....	.....	9.0	9.0	.....
12. Apples	72,786.1	396.4	73,182.5	91,395.0
13. Other Fresh Fruit	1,062.2	18,364.4	19,426.6	19,919.0
14. Potatoes	47,873.6	33.1	47,906.7	14,938.0
15. Other Fresh Vegetables	5,337.2	653.1	5,990.3	2,715.9
16. Other Agricultural Products	3,464.9	19,250.7	22,715.6	20,620.0
Totals	195,407.1	88,183.0	283,590.1	248,502.8

Animal Products				
17. Horses	348.7	.....	348.7	85.0
18. Cattle and Calves	478.4	6.9	485.3	215.0
19. Sheep	1.1	.....	1.1	10.0
20. Hogs	24.6	.....	24.6	6.1
21. Dressed Meats, fresh	740.0	123.8	863.8	3,265.0
22. Meats (cured, pickled)	3,399.2	87.4	3,486.6	2,374.0
23. Other Packing House Products	2,276.2	1.5	2,277.7	135.0
24. Poultry	77.6	2.8	80.4	86.0
25. Eggs	89.2	.....	89.2	28.0
26. Butter and Cheese	1,115.3	673.1	1,788.4	18,382.0
27. Wool	20.3	478.8	499.1	709.0
28. Hides and Leather	267.9	296.4	564.3	1,069.0
29. Other Animal Products	573.8	156.0	729.8	2,003.0
Totals	9,412.3	1,826.7	11,239.0	28,367.1

SHIPMENTS BY COMMODITIES **OVER HALIFAX HARBOUR COMMISSIONERS' PIERS**

COMMODITIES	Outward 1931 (Tons)	Inward 1931 (Tons)	Total 1931 (Tons)	Total 1930 (Tons)
Mine Products				
30. Anthracite Coal.....	7.0	17,404.3	17,411.3	24,177.0
31. Bituminous Coal.....	3,465.7	86,170.8	89,636.5	117,261.0
32. Lignite.....				
33. Coke.....				
34. Iron Ores.....	27.4	1.3	28.7	151.0
35. Other Ores and Concentrates...	1,144.5	73.2	1,217.7	526.0
36. Base Bullion and Matte.....	1,228.0	541.1	1,769.1	2,875.4
37. Clay, gravel, sand, stone (crushed).....	5.3	116.9	122.2	221.0
38. Slate, dimension or block stone.	1.9	93.3	95.2	176.8
39. Crude Petroleum.....	0.6	556.4	557.0	207.0
40. Asphaltum.....	72.8	0.6	73.4	43.0
41. Salt.....	1,022.9	3,221.3	4,244.2	2,385.0
42. Other Mine Products.....	2,010.4	676.1	2,686.5	3,105.0
Totals.....	8,986.5	108,855.3	117,841.8	151,128.2
Forest Products				
43. Logs, posts, poles, cordwood...	1,861.3	24.2	1,885.5	32.7
44. Ties.....	40.5		40.5	
45. Pulpwood.....	24.7		24.7	
46. Lumber, timber, shooks, staves and headings.....	34,612.6	3,000.9	37,613.5	71,320.4
47. Other Forest Products.....	2,126.1	247.1	2,373.2	2,401.1
Totals.....	38,665.2	3,272.2	41,937.4	73,754.2
Manufactures & Miscellaneous				
48. Refined Petroleum and its products.....	15,049.6	9,315.3	24,364.9	3,017.0
49. Sugar.....	3,181.1	3,985.0	7,166.1	4,795.0
50. Iron, pig and bloom.....	382.8	91.0	473.8	237.3
51. Rails and fastenings.....	2,716.8	10.6	2,727.4	41.4
52. Bar, sheet, structural iron and sheet iron pipe.....	1,000.5	2,448.1	3,448.6	10,800.7
53. Machinery and Castings.....	350.0	1,549.5	1,899.5	3,309.0
54. Cement.....	1,513.2	43,857.8	45,371.0	55,233.8
55. Brick and Artificial stone.....	449.6	722.2	1,171.8	4,986.0
56. Lime and Plaster.....	3,984.4	51.5	4,035.9	2,646.0

SHIPMENTS BY COMMODITIES OVER HALIFAX HARBOUR COMMISSIONERS PIERS

COMMODITIES	Outward 1931 (Tons)	Inward 1931 (Tons)	Total 1931 (Tons)	Total 1930 (Tons)
Manufactures & Miscellaneous (continued)				
57. Sewer Pipe and drain tile.....	334.5	4.9	339.4	267.0
58. Agricultural Implements and vehicles other than autos....	101.9	18.5	120.4	1,109.0
59. Automobiles and trucks.....	3,317.9	111.8	3,429.7	21,478.0
60. Household goods.....	117.3	393.6	510.9	340.0
61. Furniture.....	1,427.2	623.6	2,050.8	2,124.0
62. Liquor Beverages.....	7,006.4	3,051.6	10,058.0	13,212.0
63. Fertilizers, all kinds.....	621.7	8,145.6	8,767.3	8,615.9
64. Paper, printed matter, books...	20,828.0	5,649.4	26,477.4	44,875.0
65. Wood Pulp.....	61.5	3.5	65.0	575.0
66. Fish (fresh, frozen, cured, etc.)	23,526.0	4,163.9	27,689.9	27,946.4
67. Canned Meats.....	76.6	275.9	352.5	189.0
68. Canned goods other than meats	5,515.7	4,432.6	9,948.3	5,414.3
69. Manufactures & Miscellaneous...	18,340.7	37,858.9	56,199.6	73,074.9
70. Merchandise.....	807.1	9,913.6	10,720.7	13,233.0
Totals.....	110,710.5	136,678.4	247,388.9	297,519.7
Totals of Groups.....	363,181.6	338,815.6	701,997.2	799,272.0

COMMODITY GROUP	Total 1931 (Tons)	Total 1930 (Tons)	Increase (Tons)	Decrease (Tons)
Agricultural.....	283,590.1	248,502.8	35,087.3	
Animal.....	11,239.0	28,367.1		17,128.1
Mine.....	117,841.8	151,128.2		33,286.4
Forest.....	41,937.4	73,754.2		31,816.8
Manufactures & Miscellaneous...	247,388.9	297,519.7		50,130.8
Totals.....	701,997.2	799,272.0	35,087.3	132,362.1

Total Decrease.....97,275 tons.

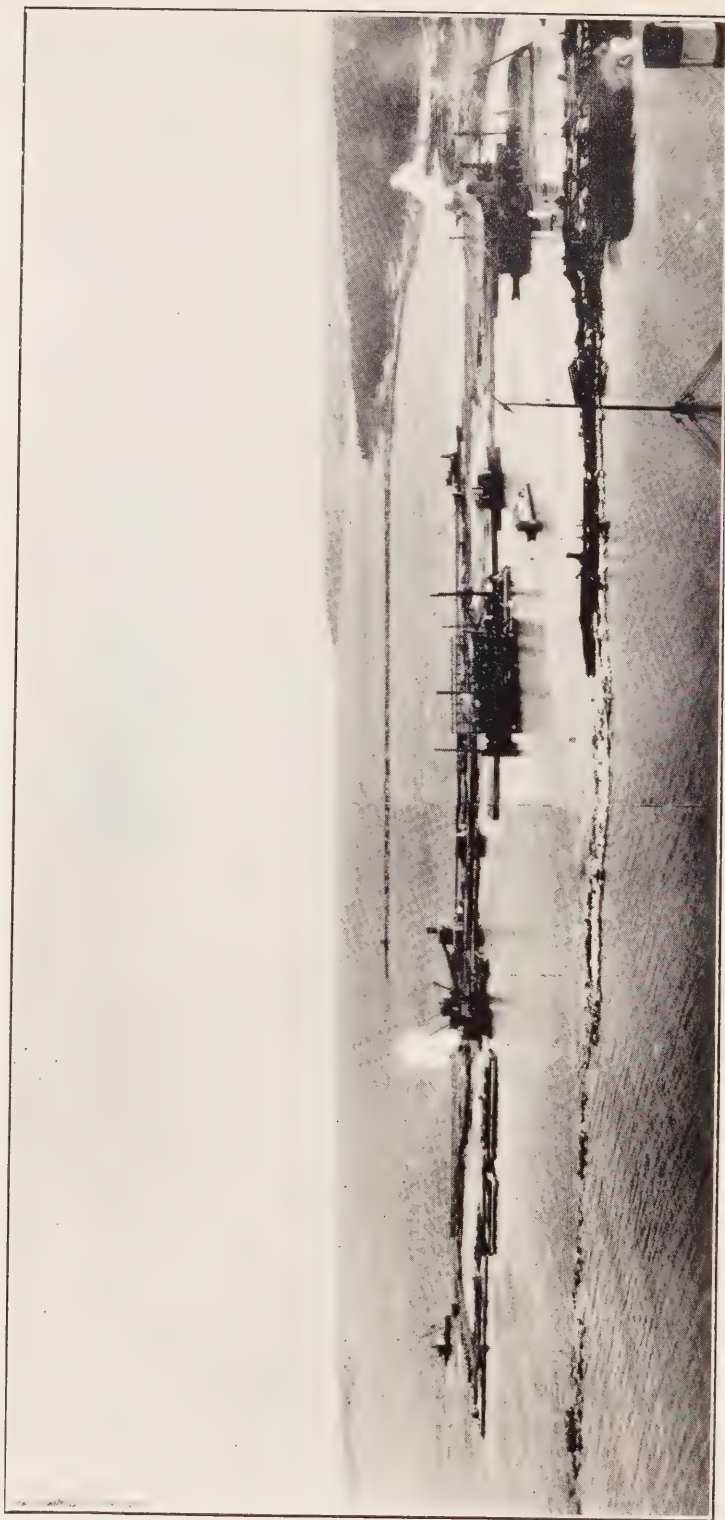
Statement Showing Number of Vessels (with Cargo only) and Total Cargo
Tonnage, Arrived at and Departed from Halifax Harbour
Commissioners' Piers, by Trade Routes

Calendar Year 1931

TRADE ROUTE	Year	INWARD		OUTWARD		TOTAL	
		No. of Vessels	Cargo Tonnage	No. of Vessels	Cargo Tonnage	No. of Vessels	Cargo Tonnage
1. Trans North Atlantic.....	1931	145	77,637.1	214	144,747.8	359	222,384.9
" "	1930	208	125,714.1	285	189,166.7	493	314,880.8
2. Newfoundland and St. Pierre.....	1931	54	3,979.7	120	25,265.5	174	29,245.2
" "	1930	29	2,322.3	124	26,413.0	153	28,735.3
3. West Indies and Cuba.....	1931	89	29,787.2	150	104,604.4	239	134,391.6
" "	1930	83	25,477.2	137	93,666.1	220	119,143.3
4. Canadian Atlantic Coastwise.....	1931	54	82,898.6	58	2,008.6	112	84,907.2
" "	1930	26	110,629.5	63	1,941.6	89	112,571.1
5. St. Lawrence River and Great Lakes.....	1931	67	66,910.2	6	97.9	73	67,008.1
" "	1930	20	43,026.4	1	8.5	21	43,034.9
6. U. S. Atlantic Coastwise.....	1931	45	8,403.4	92	49,452.3	137	57,855.7
" "	1930	34	12,239.3	46	11,242.1	80	23,481.4

7. South America.....	1931	6	16,830.2	3	3,001.7	9	19,831.9
“	1930	9	24,445.8	5	14,648.5	14	39,094.3
8. Africa.....	1931	2	12,953.5	1	601.0	3	13,554.5
“	1930	2	1,355.6	...	...	2	1,355.6
9. Asia.....	1931	19	30,810.7	...	...	19	30,810.7
“	1930	20	22,451.5	...	...	20	22,451.5
10. Mediterranean.....	1931	1	1,058.0	...	...	1	1,058.0
“	1930	...	...	4	2,764.8	4	2,764.8
11. South Pacific Ocean.....	1931	8	3,358.9	5	17,374.8	13	20,733.7
“	1930	20	21,281.4	15	57,354.7	35	78,636.1
12. Canadian West Coast.....	1931	5	4,176.6	1	40.7	6	4,217.3
“	1930	4	9,445.9	1	45.4	5	9,991.3
13. U.S. West Coast.....	1931	...	...	...	...	...	...
“	1930	...	...	...	...	...	...
14. All Others.....	1931	...	...	...	...	...	...
“	1930	...	...	...	...	...	...
15. *Local Harbour Movements.....	1931	2	11.5	51	15,986.9	53	15,998.4
“	1930	5	566.5	24	2,465.1	29	3,131.6
Totals.....	1931	497	338,815.6	701	363,181.6	1198	701,997.2
Totals.....	1930	460	399,555.5	709	399,716.5	1169	799,272.0

*Exclusive of Cross Harbour Lighterage.



Pier "B" in course of construction.

ENGINEERING

Works in Progress at Beginning of 1931

(a) *Pier B*

Work on this contract proceeded during the year. The concrete cribs for the work were completed in July and at the end of the year the pier was completed to the following degree, viz.—

Dredged Rock.....	89%	completed.
Dredged other material.....	92%	“
Borrow for fill, rock.....	92%	“
Borrow for other material.....	62%	“
Rubble Stone—Crib foundation....	100%	“
Crushed Stone in Crib foundation...	71%	“
Reinforced Concrete in cribs.....	100%	“
Placing Cribs.....	70%	“
Filling in Cribs.....	70%	“

Recommendations were made to the Department of Marine involving certain alterations in the construction of the pier, including the increase in its width from 260' as originally designed, to 300.' Approval of these alterations was given by the Governor-in-Council after the Chief Engineer of the Department of Marine had personally studied on the site the considerations involved and the Contractor therefore proceeded with the completion of the work in accordance with them. The alterations were also thoroughly discussed with Sir Alexander Gibb and his colleagues and received their approval.

(b) *Pier 5*

During the progress of the construction of this pier, it was found that conditions as affecting this work were unsatisfactory and that a re-study from an engineering point of view of the design and of the construction already done would be necessary. The whole



Upper Floor of Transit Shed on Pier 2, at completion of contract for permanent frost-proofing.

matter was very thoroughly discussed with Sir Alexander Gibb and his colleagues and recommendations, based on these discussions, made to the Department of Marine. It was, however, decided to await the report of Sir Alexander before continuing this work and it is, therefore, at present in abeyance.

(c) *Restoration of Pier 2*

The small amount of work remaining, at the beginning of 1931, to be done, was completed in the spring.

(d) *Removal of Old Pier No. 2*

This work is still continuing.

(e) *Conversion of Shed 24 to Frost-proof and Temperature Regulated Warehouse*

A few details of this work remaining to be done were completed during the year.

Further Improvements in Port Facilities.

(a) *Permanent Frost-proofing of the Upper Floor of Transit Shed on Pier 2*

The walls and ceiling were sheathed in "Pyrotest" fire resisting Fibre Board on spruce furring. The lower feet of wall were sheathed in matched spruce boarding and backed with six inches of "Insulex" placed between the sheathing and concrete wall. The balance of the floor which had not been insulated in the Autumn of 1930 was insulated by laying $1\frac{1}{2}$ " T. and G. spruce flooring on spruce joists imbedded in concrete with eel-grass quilt under flooring.

This work was completed on 4th December and as a result of this improvement frost-proof and heated storage 670' by 197' equipped with power ventilation, is provided.

(b) *Escalators and Cargo Chutes in Transit Shed on Pier No. 2:*

Two additional motor driven escalators were installed for the purpose of handling cargo between the lower and upper floors to serve the frost-proofed storage space which had been provided.

Two cargoes chutes were also constructed in conjunction with the escalators.

(c) *Stevedores' Rest Rooms*

Additional Rest Rooms were provided for Stevedores as follows:—

One at Deep Water Terminals, to be located between the shore ends of Piers 2 and 3.

One to serve Sheds 23 and 24 at the Ocean Terminals, located at the west end of Shed 23.

One to serve Pier "A", located at the west end of Shed 28.

These accommodations were provided in the form of separate outside buildings, about 21'-6" wide, ranging in length from 41'-6" to 57'-6".

Buildings are of timber frame construction finished outside with drop siding and slate coated asphalt roofing shingles. The interior surfacing of walls and ceilings is finished with Pyrotest fire resisting Fibre Board. The floors of the rest rooms proper are finished with wood boarding, and a sanitary concrete floor surface is provided in the latrines. Necessary water, sewerage, heating and lighting connections were included and a good serviceable type of plumbing installed. The Rest Rooms proper are provided with seats and tables of suitable substantial types.

(d) *Fire Protection*

Following an inspection of the Transit Sheds by the Chief Inspector of the Canadian Board of Marine Underwriters, recommendations were made early in the year for the provision of improved Fire Protection Equipment throughout the properties.

The most considerable item under this Sub-division was carried out in connection with the protection for the Cattle Sheds at Richmond Terminals. Two cutoff fire walls of concrete brick construction, equipped with Underwriters' Automatic Fire Doors, were placed in this building and a full allotment of chemical extinguishers was provided.

In the various Transit Sheds throughout the properties, additional chemical extinguishers, portable chemical engines, fire reels, etc., were placed—totalling in all—

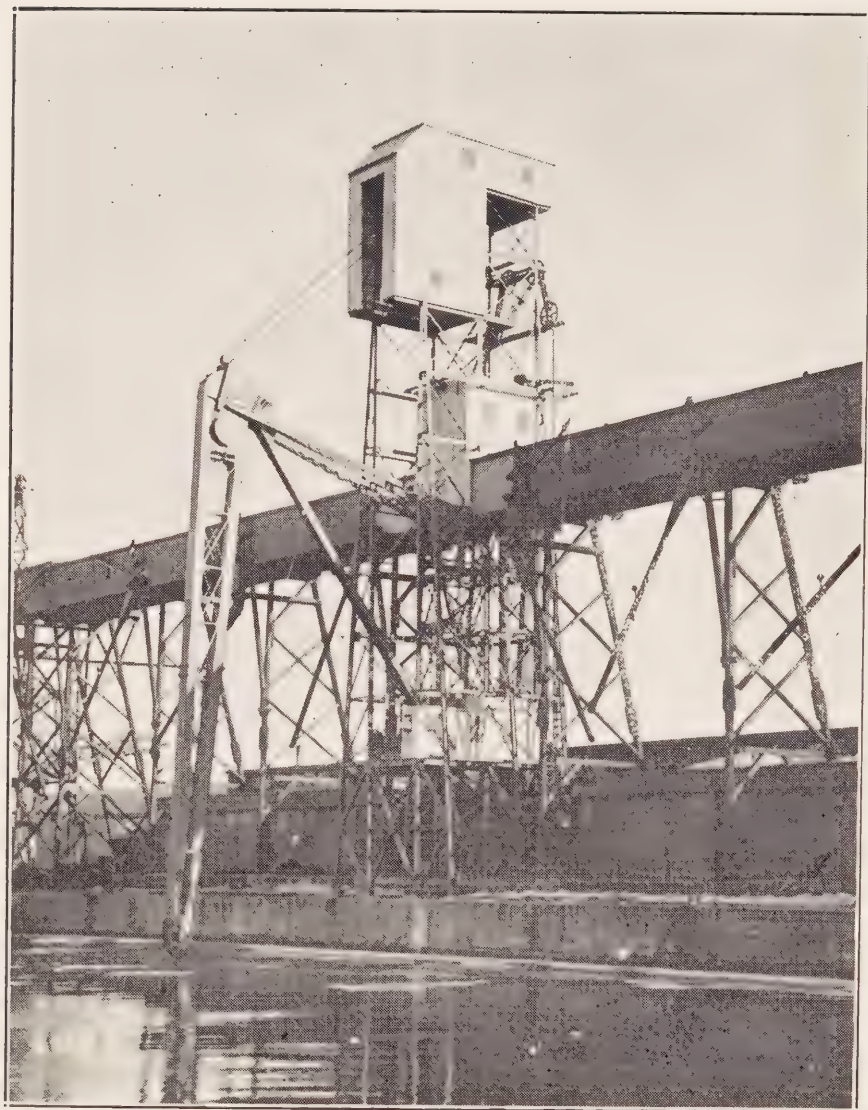
- 46—2½ Gal. Soda-Acid Type Extinguishers.
- 56—2½ Gal. Non-Freeze Extinguishers.
- 9—20 Gal. Portable Chemical Engines.
- 4—Hose Carts.
- 2400 Feet 2½" Standard Underwriters' Hose.

In addition, the positions of all extinguishers standpipes, valve keys, etc., were defined by painting in colours.

(e) *Marine Tower*

This work, at Shed 25, was carried out to the designs and under the supervision of John S. Metcalf Co., Ltd.

Orders were placed, as a result of competitive quotations, for the various mechanical, electrical and structural sub-divisions of the work. The necessary structural alterations to Transit Shed 25



Marine Tower at Shed 25 for unloading water-borne grain.

and the existing grain galleries were carried out directly by the Commissioners' Engineering Department force.

The greater part of the work was completed by the end of the year.

(f) *Storage Chambers at Pier 2*

Two chambers, comprising 18,720 square feet of locked and protected storage for flour and other merchandise were provided.

(g) *Offices for C. P. S. S. at Ocean Terminals*

An office of approximately 700 square feet in size was constructed for the use of the C. P. S. S. in Shed 21.

Maintenance of Properties.

Maintenance work, as required for the structures, buildings, grain elevator and conveyor system, plant and equipment, and all electrical and mechanical services, was carried on continuously throughout the year.

Considerable time of the maintenance forces was taken up in connection with upkeep work of the offices and other space occupied by Government Departments and the Canadian National Railways and Canadian National Steamships.

Steam Heating Plant at Deepwater Terminals.

During the year, negotiations were carried on for the transfer to the Commissioners of the Steam Heating Plant operated by the Canadian National Railways at Deepwater Terminals.

Satisfactory arrangements having been concluded, the actual transfer of the property went into effect as from midnight on 31st December.

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Government
Publication

THE
PORT *of* HALIFAX
CANADA



Annual Report
1932

ANNUAL REPORT

OF THE

HARBOUR COMMISSIONERS

OF

HALIFAX

CANADA

FOR THE YEAR 1932

COMMISSIONERS

E. C. PHINNEY, President

J. L. HETHERINGTON

F. P. MERCHANT

OFFICERS

J. J. MACDONALD, M.E.I.C., A.M.Inst. C.E., etc.	-	Chief Engineer
F. C. CORNELL, F.S.S.	- - - - -	Traffic Manager
F. W. DONKIN	- - - - -	Chief Accountant
CAPTAIN A. E. TAYLOR	- - - - -	Harbour Master
V. D. DURING	- - - - -	Elevator Superintendent
ALAN S. MARTIN, A.C.I.S.	- - - - -	Secretary



Always Open to **ALL** Shipping.

The World's largest ship berthed at the Ocean Terminals, Halifax.



ALWAYS Open to All Shipping
Yachts of the "Snipe" class sailing in Halifax Harbour in the middle of winter (February)

Halifax, N. S.,

Canada.

29th April, 1933

THE HON. ALFRED DURANLEAU, P.C., M.P.,

Minister of Marine,

Ottawa.

We have the honour to submit our report on operations for the year ended 31st December, 1932.

We have the honour to be, Sir,

Your obedient servants,

E. C. PHINNEY, President

J. L. HETHERINGTON

F. P. MERCHANT

Harbour Commissioners

ANNUAL REPORT

1932

The Commissioners feel that the spirit of optimism which animated them when they submitted their last Annual Report has been more than justified during the past year, the traffic passing through the port having held up remarkably well, considering the disturbed conditions of trade throughout the world. It is still too early to assess the results to this port of the Imperial Economic Conference held in Ottawa last July, but all the indications are favourable and the Commissioners feel sure that widespread and cumulative benefits will follow.

No legislation to enable the Commissioners to borrow additional sums of money for Capital Expenditure was passed during the year and no works of major importance were begun. Work on Pier "B" was continued and at the end of the year the pier structure itself was substantially complete. Considerable congestion in berthing ships has occurred at times and, if the present expectations of the Commissioners regarding the course of traffic are realized, Pier "B" will provide the additional berths required. However, before it can go into use for general cargo and passenger traffic, it must be equipped with sheds and the necessary facilities for operation.

USE OF FOREIGN PORTS BY CANADIAN EXPORTERS

The Commissioners have always felt that the extensive use of foreign ports by Canadian importers and exporters was inimical to the best interests of Canada and they believe that the encouragement of Canadian trade through Canadian ports, which has been given the sympathetic support of the Government will bring lasting advantages, not only to Canadian ports, but to the whole Dominion as well.

FINANCIAL RESULTS

The efforts of the Commissioners to balance their expenditures and revenues were continued and intensified during the year, and they are gratified to report that whilst their revenues during the year decreased by only \$11,321, they effected substantial economies in operation and are able to show a reduction of \$73,978.86 in expenses.

The operating deficit for the year was, therefore, reduced to the modest sum of \$666.79.

BALANCE SHEET

as at December 31st, 1932

ASSETS

Capital Expenditure

Harbour Development in general.....	\$ 207,178.62
Real Estate Purchases.....	2,989.27
Piers, Wharves and Basins.....	5,548,385.74
Plant and Facilities.....	184,605.12
Grain Elevator System.....	1,088,669.42
Permanent Sheds and Facilities.....	1,585,919.27

\$8,617,747.44

Operating Equipment..... 54,956.66

\$8,672,704.10

Current Balances

Cash on hand and in Bank.....	\$ 1,094.12
Accounts Receivable.....	309,004.60
Stores and Material.....	25,217.08
Unexpired Insurance Premiums.....	584.39

335,900.19

Operating Account Deficit, per Statement..... 77,279.58

Contract Deposits, per contra

\$9,085,883.87

Bonds, Dominion of Canada, at par.....	\$ 200,000.00
Bonds, Province of Nova Scotia, at par.....	10,000.00
Guarantee Fund, The Royal Trust Co.....	26,610.81
Savings Account, Royal Bank of Canada.....	680.40

237,291.21

\$9,323,175.08

Statement of Revenue and Expenditure for the year ending December 31st, 1932

REVENUE

Grain Elevator.....	\$ 33,029.55
Wharfage.....	109,917.10
Storage.....	27,640.33
Dockage.....	41,675.91
Water.....	12,091.44
Rentals.....	70,786.11
Harbour Master's Fees.....	2,739.50
Cargo Trucks.....	2,338.80
Miscellaneous.....	32,615.77
Discounts.....	980.53

\$ 333,815.04

E. C. PHINNEY, President

F. W. DONKIN, Chief Accountant

Halifax, Nova Scotia.

BALANCE SHEET

as at December 31st, 1932

LIABILITIES

Debenture Indebtedness—

Department of Finance, Ottawa

Series "A", 5%, due 1954.....	\$ 500,000.00	
Series "B", 5%, due 1955.....	5,000,000.00	
Series "C", 5%, due 1956.....	2,892,247.97	
	<hr/>	\$8,392,247.97
Royal Bank of Canada, Advances		\$ 442,953.15
Accounts Payable, Contractors, etc.....	\$ 45,141.99	
Debenture Interest due and unpaid	201,690.41	
	<hr/>	
	\$ 246,832.40	
Pay Rolls.....	3,850.35	
	<hr/>	250,682.75
		<hr/>
		\$9,085,883.87
Deposits on Contracts, per contra.. ..		237,291.21
		<hr/>

NOTE. The Corporation has contracted for expenditures on new construction work (not yet completed) and the above Statement only contains liability for work which has been approved and passed for payment by the Chief Engineer.

\$9,323,175.08

Statement of Revenue and Expenditure for the Year ending December 31st, 1932

EXPENDITURE

Deepwater and Ocean Terminals—

Maintenance and Operating Charges..... \$ 197,719.11

Grain Elevator and Galleries—

Maintenance and Operating Charges..... 45,028.53

Administration —

Salaries and Expenses..... \$99,024.50

Less, recharged to Capital

Accounts..... 7,290.31

91,734.19

\$334,481.83

Deficit for the Period.....

666.79

DEFICIT ACCOUNT

Balance, Deficit, brought forward December 31st, 1931..... \$ 52,592.70

Add, Deficit for the year, per above Statement.... \$ 666.79

Adjustment of Charges on Grain, 1929 to
1931, Hansen Produce Company and Sea Board
Grain Company, on final settlement amount
written off.....

24,020.09

24,686.88

Balance, December 31st, 1932.....

\$77,279.58

Audited and verified, in accordance with our report of this date.

CROWELL, BALCOM & Co.,

HARVEY E. CROWELL,

Chartered Accountants.



1,000 tons of cargo on the floor of Shed 20 (596' x 95'). Part of a cargo of 3,939 tons for Great Britain
by R. M. S. "Ausonia."

GRAIN RATE APPEAL

In January, 1932, the appeal of the Commissioners and of the Transportation Commission of the Maritime Board of Trade to His Excellency the Governor-in-Council from Order No. 45638 of the Board of Railway Commissioners for Canada, dismissing the application of the Halifax Harbour Commissioners and of the Transportation Commission of the Maritime Board of Trade for the publication of an all-rail rate on grain in carloads from Armstrong, Ont., Port Arthur and/or Fort William and Westfort, Ont., over the National Trans-continental Railway to Saint John, West Saint John and Halifax of 19.34 c. per 100 lbs. for export was heard by the Governor-in-Council. No decision has yet been given.

TRAFFIC

COMMISSIONERS' PIERS

Dealing first of all with traffic passing over the Commissioners' piers, the figures may be seen in brief from the summary which follows:—

	1932	1931
No. of Vessels.....	2,612	2,384
Net Tonnage.....	7,093,347	7,084,621
Gross Tonnage.....	12,086,891	12,092,948
Cargo Tonnage.....	678,827	701,998
Bags of Mail.....	113,403	86,455
No. of Passengers.....	58,238	55,598

It will be seen from this summary that the total Cargo Tonnage passing over piers controlled by the Commissioners was 678,827 compared with 701,998 in 1931, a decrease of about 23,000 tons or 3.3%.

Up till September there had been steady increases over the figures of the previous year, but in that month two disastrous storms swept the Annapolis Valley and caused such havoc amongst the apple crop which was about to be marketed that shipments of apples from the Valley and through the Port of Halifax fell off very sharply during the remainder of the year. It will be seen from the analysis of tonnage by commodities, which appears on pages 19 to 21 of this report, that the apple shipments during the year fell off from 73,182 tons to 51,347 tons, a decrease which closely approximates the total decrease of traffic above referred to over the Commissioners' piers.

A study of the same statement will show that of the five main groups of Commodities, Agricultural Products show a decrease of about 20,000 tons. Shipments of individual commodities in this group show considerable fluctuations. In addition to apples, which have already been referred to, there was a considerable decrease in Potatoes and Corn, owing to market conditions, whilst miscellaneous agricultural products and fresh fruit other than apples both show increases. There was also an increase in the shipments of rye representing, for the most part, the clearing up of consignments which had been in the Elevator for some considerable time.

There were only minor changes in the two classifications, Animal products and Forest products. Shipments of Mine products showed an increase of about 15,000 tons over the previous year. There were minor fluctuations in this classification, but the increase was fairly well spread throughout the different individual commodities.

In the classification, Manufactures and Miscellaneous, there were a number of fluctuations both ways. The total decrease was about 23,000 tons. For the most part, changes were small, the biggest decrease being in cement, which dropped from 45,371 tons in 1931 to 31,967 tons in 1932. This decrease is explained partly by general trade conditions and partly by the cessation of importations of cement for the construction of Pier "B." The statement of Cargo Tonnage separated into the chief trade routes, appearing on Pages 22 and 23, read in conjunction with the statement of shipments by commodities, sheds light on the trade of the Port and is an interesting supplement to the commodity statement. Figures for the last three years are given in tabular form for purposes of comparison. The Trans-North Atlantic Trade Route shows the widest fluctuations, as would be expected in view of the important place the port holds in trade with Europe and particularly with Great Britain. After decreasing to 1931, it will be seen that this route shows an increase of about 27,000 tons in 1932.

Of the other trade routes the only ones to show decreases of any magnitude were West Indies and Cuba, United States Atlantic Coastwise and South America. The decrease in the first named route can be attributed to general conditions. The decrease in the trade with United States Atlantic ports was largely due to the reduced shipments of potatoes, referred to above, and the decrease in the South America route was due very considerably to reductions in the shipments of Argentine Corn. Shipments of this commodity were substantially held up during the first part of the year and what shipments there were came from South Africa and the increase in South African shipments can be seen in the classification of that route.

Considering the shrinkage of world trade during 1932, the Commissioners feel that these figures are eminently satisfactory. Actually, the total decrease would have been very considerably greater had it not been for certain additional kinds of traffic which have been secured for the Port, and the Commissioners feel that with the return of anything like normal conditions, the Port will not only retain the new classes of traffic which it has attracted, but will secure the larger volumes of other goods, the trade in which it enjoyed in previous years, and will be able to show substantial improvements.

Another basis of comparison is of more than passing interest. A study has been made during the past year of the volume of business delivered to and received from the Commissioners' piers differentiating the tonnage of the rail carriers from all other tonnage. The following statement gives the figures brought out by this study:—

Calendar Year	RAILWAY TONNAGE		OTHER TONNAGE	
	Tons	% of Total	Tons	% of Total
1931	397,015	56.5	304,983	43.5
1932	351,877	51.8	326,950	48.2

It will be seen from the above statement that while railway cargo tonnage delivered to and received from the Commissioners' piers has decreased from 397,015 tons in 1931 to 351,877 tons in 1932, the volume of traffic handled by other than rail carriers has increased from 304,983 tons in 1931 to 326,950 tons in 1932. It is evident that the increased use of the Commissioners' properties by other than rail carriers has, to a certain extent, compensated for a very serious shrinkage in rail tonnage. This development is closely bound up with the increased use of the port as a distribution point for the Maritime Provinces and as a trans-shipment port. These last two classes of business are being closely studied. Both have reached proportions of some magnitude and there is every reason to expect their importance to continue to grow on a sound and profitable basis to the considerable advantage of the Port.

The extended use of the Marine Tower throughout the year indicated that the expectations of the Commissioners in providing the Port with this equipment will be more than realized. Market conditions held back shipments of corn during the early part of the year, but in July the first all-water shipment of Canadian grain from Fort William and Port Arthur was received at the port and unloaded through the Marine Tower. This was followed by two full cargoes, making a total movement of about 250,000 bushels. Shipments

of South African Corn were also received through the Marine Tower in considerable volume throughout the latter part of the year and the economical handling of all water-borne grain by this equipment will undoubtedly result in increased shipments in the future. The amount of grain handled by the Elevator during the year is here shown, together with a comparison with the previous two years.

Calendar Year	Received (Bus.)	Shipped (Bus.)	Total Handled (Bus.)
1930	830,477	731,995	1,562,472
1931	1,224,192	1,126,787	2,350,979
1932	2,562,080	1,695,420	4,257,500

TRAFFIC OF THE WHOLE PORT

The above figures deal with traffic passing over the Commissioners' piers but do not, of course, include the traffic of the whole port. Whilst not controlling the privately owned piers, Commissioners have received statistical returns from the owners of those piers and, in order to make this report comprehensive and of real value, a detailed report of the shipping and cargo tonnage of the whole port is given. This report is found on pages 25 to 36.

The figures of Cargo Tonnage are probably of greater interest than the others and are here reproduced for the sake of clarity:—

Calendar Year	Whole Port	Commissioners' Piers		Privately Owned Piers	
		Tons	% of Total	Tons	% of Total
1931	1,591,066	701,998	44.1	889,068	55.9
1932	1,458,083	678,827	46.6	779,256	53.4

It is interesting to note here, by way of comparison, that while traffic passing over the Commissioners' piers in 1932 was nearly equal to that of the previous year, the traffic passing over other than Commissioners' piers was considerably less than during the previous year. For example, the total number of vessels entered and departed for the whole Port decreased from 6,138 in 1931 to 5,839, in 1932, a decrease of 299 vessels as compared with an increase of 228 vessels arriving at and departing from the Commissioners' piers. Also, the Cargo Tonnage over the private piers dropped from 889,068 in 1931 to 779,256 in 1932, a decrease of 109,812 tons or 12.4% compared with a decrease of 23,171 tons or 3.3% for the traffic over the Commissioners' Piers.

It is evident, therefore, that two developments have taken place—first, that traffic has become concentrated more at the Commissioners' Piers and, secondly, the loss in traffic in the Port was most marked over the privately owned piers.

The decreased tonnage over the privately owned piers may be attributed largely to reduced shipments of crude and refined petroleum.

BERTH DENSITY

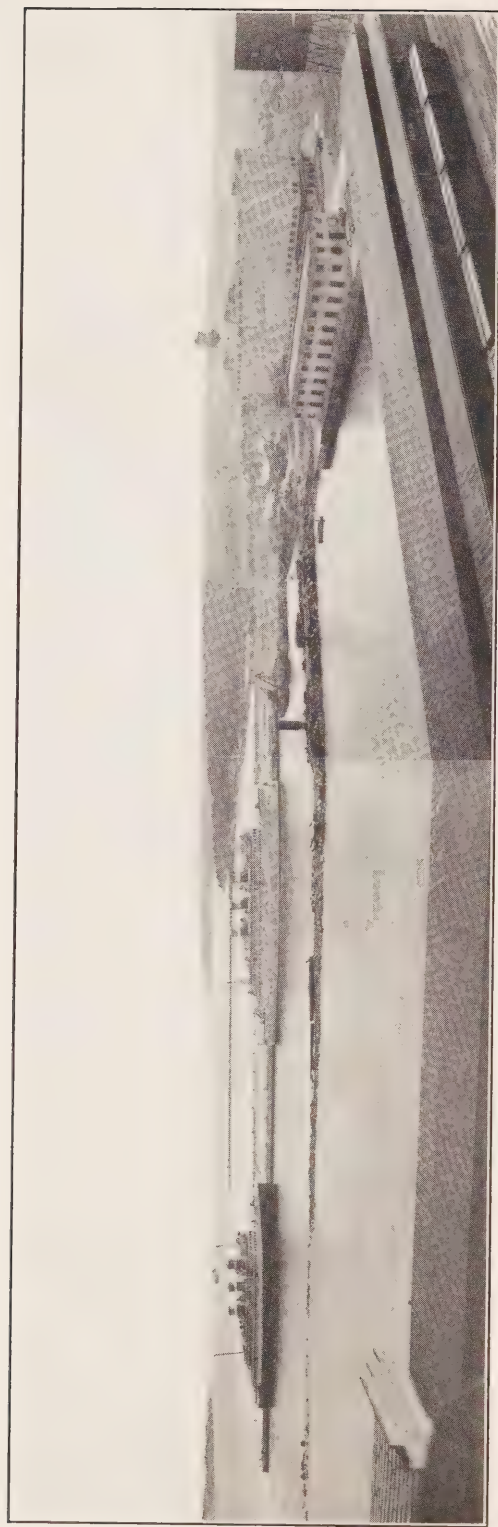
The extent to which the Commissioners' berths were used, that is to say, the number of berth days occupied compared to the possible occupancy, was 63.2%. The corresponding figure in 1931 was 61.5%. No time was lost by shipping in having to wait for berths. The maximum per cent of occupation occurred in both January and February, when it was necessary to handle twenty vessels at sixteen berths in twenty-four hours or a density of 125%.

The tendency of ships to bunch at the Port of Halifax during week ends still presents a serious problem especially during the season of winter navigation when berths are taxed to capacity. Efforts are being continuously made to spread shipping over the week but until some solution is found, the Commissioners will always be faced with periods of high density followed by periods of extremely low density.

ENGINEERING

The year was marked by a progressive reduction in the personnel of the Engineering Department and in the numbers of the working force under the direction of the Chief Engineer.

The improved condition in respect to general maintenance work enabled the Chief Engineer to put the greater part of his working forces on a five-hour day basis in the Spring of the year and this curtailed employment was maintained in practically all cases up to the end of the year. This arrangement was adopted in order to retain the key men and a working organization experienced in maintenance work for the more busy winter season and also to give as wide-spread employment as possible by means of labour dilution. The reduction of costs consistent with reasonable efficiency was the controlling consideration in connection with all matters.



View showing Pier "B" with R. M. S. "Prince David" and R. M. S. "Prince Henry" alongside.

MAINTENANCE

Maintenance work as required was carried on continuously throughout the year. As in former years, a considerable amount of work was required in keeping roofs of transit sheds in a weatherproof condition and a considerable amount of the time of the mechanical and electrical maintenance forces was taken up in connection with the upkeep work of areas occupied by the Department of Immigration and by other Government departments.

The whole of the Grain Conveyor System was carefully serviced during the summer and latter part of the year, and modifications of spouting and other changes were introduced, with a view to increasing the working capacity of various parts of the System.

STEAM HEATING PLANT AT DEEPWATER TERMINALS

The Steam Heating Plant previously operated by the Canadian National Railways at Deepwater Terminals was transferred to the Commissioners as from midnight on 31st December, 1931 and was operated by the Commissioners during the whole of the year under review. This Plant was extensively reconditioned during the year.

WORKS IN PROGRESS AT BEGINNING OF 1932

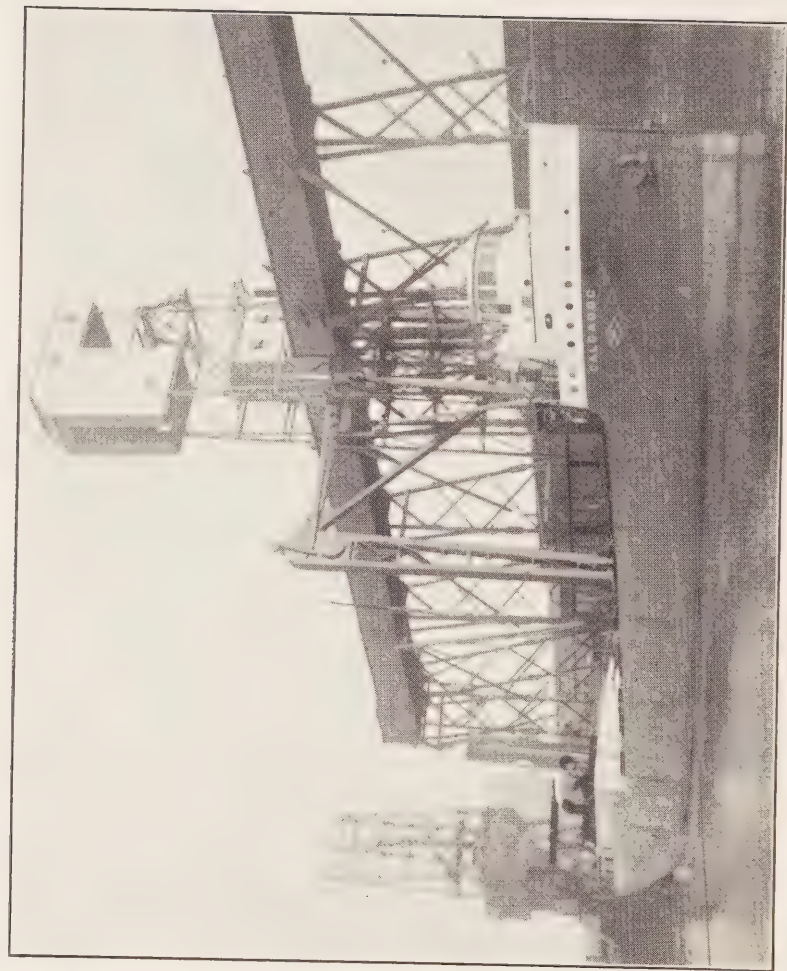
(a) Pier "B"—

Work on the contract for the construction of Pier "B" was continued throughout the year and at the end of the year the Pier was practically completed, only a very small amount of dredging and some minor matters remaining to be done.

Following representations made by the Commissioners, the Canadian National Railways extended their trackage from Young Avenue to Pier "B" and laid two tracks for the full length of the Pier.

(b) Pier 5—

The contract let in 1930 for this work having been cancelled, a final settlement in this matter was effected with the Contractors in September and as a condition of the settlement, the Contractor removed the falsework and portions of the pier construction which had been placed during the progress of work on the contract.



The first full cargo of Canadian grain from the Great Lakes all-water to Halifax
being unloaded through the Marine Tower.

(c) **Removal of old Pier 2—**

Work on this job continued and the removal of the old piling was completed in April. The submerged cribs which had formed a part of the old pier were not, however, removed, and warning lights at their outer corners were installed in December.

(d) **Marine Tower—**

The installation of the Marine Tower, which was practically finished at the end of 1931, was completed in January, 1932.

FURTHER IMPROVEMENTS IN PORT FACILITIES DURING THE YEAR

Reconstruction of Piers 3 and 4—

Necessary authority having been received for reconstruction work in connection with the timber pile Piers 3 and 4 at Deepwater Terminals, work covering necessary reconstruction of bracing, walling, etc., and some new piling was carried out by direct labour under the Chief Engineer, and completed by the end of the year.

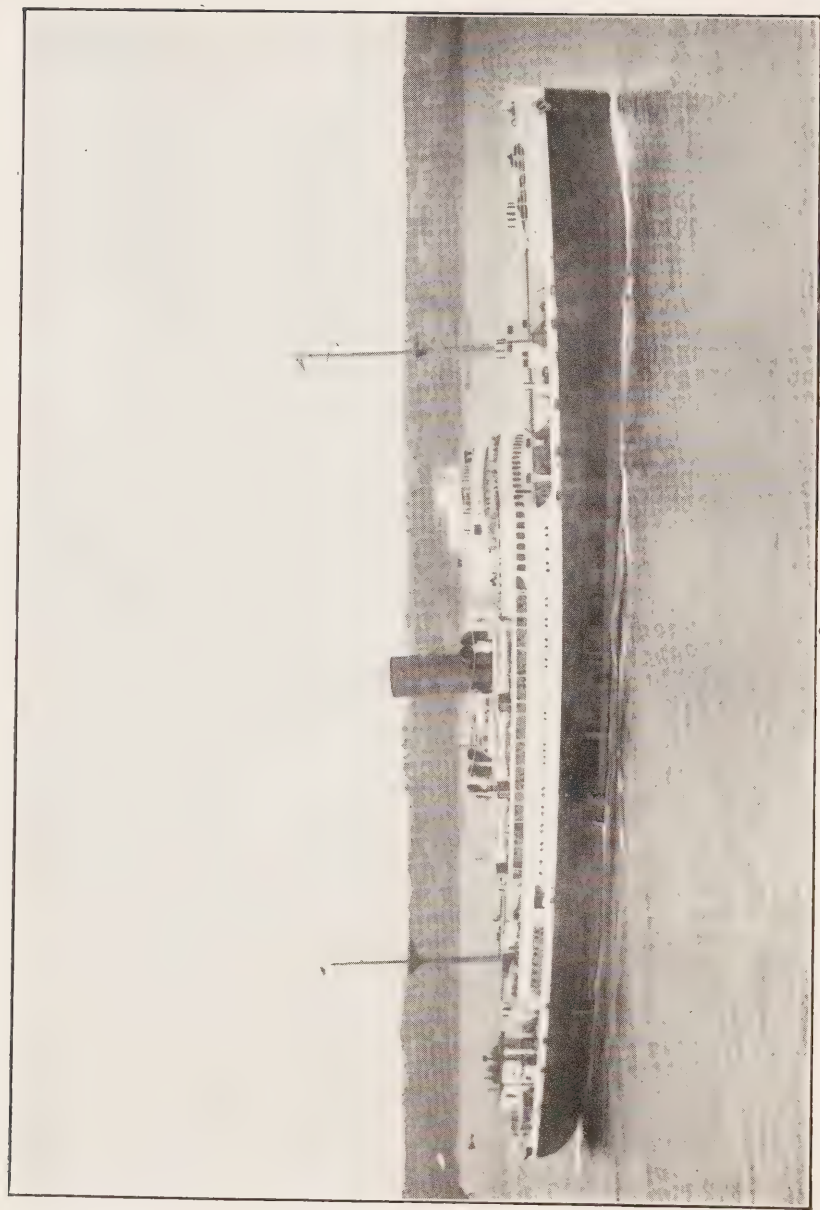
POLICE FORCE

The strength of the Commissioners' Police Force during the year was seventeen, consisting of Chief of Police, three Sergeants, three Corporals and ten Constables. The Force maintained a high standard during the year, carrying out efficiently its duties of patrolling the sheds and taking proper care of the equipment under its control.

During the summer months, members of the Force were put through courses of instruction in military training and in fire drill.

A number of cruise ships again called at Halifax during the year and the increased numbers of people and vehicles passing through the sheds were competently handled by the Police Force.

Sixteen arrests were made during the year; one for drunkenness, three of stowaways, three for theft, six for trespassing, and three for vagrancy. Every arrest was followed by a conviction. One hundred and eighty-five persons applied for and received First Aid at the First Aid Stations of the Commissioners.



R. M. S. "Newfoundland" built in 1925 by Furness, Withy & Co. Ltd. for service out of this Port.

SHIPMENTS BY COMMODITIES OVER HALIFAX HARBOUR COMMISSIONERS' PIERS

COMMODITIES	Outward 1932 (Tons)	Inward 1932 (Tons)	Total 1932 (Tons)	Total 1931 (Tons)
Agricultural Products				
1. Wheat.....	4,654.1	2,581.9	7,236.0	366.9
2. Corn.....	175.5	18,611.4	18,786.9	28,841.9
3. Oats.....	3,050.6	2,145.7	5,196.3	3,385.7
4. Barley.....	962.0	432.2	1,394.2	12.0
5. Rye.....	21,218.8	.....	21,218.8	4,199.9
6. Flax.....	0.1	.....	0.1	.....
7. Other Grain.....	1.7	7,696.0	7,697.7	6,824.8
8. Flour.....	38,213.8	13,062.5	51,276.3	57,082.7
9. Other Mill Products.....	7,267.0	4,804.5	12,071.5	12,779.3
10. Hay and Straw.....	1,139.5	13.8	1,153.3	866.2
11. Cotton.....	.....	.....	.....	9.0
12. Apples.....	50,669.0	678.4	51,347.4	73,182.5
13. Other Fresh Fruit.....	1,274.9	27,491.2	28,766.1	19,426.6
14. Potatoes.....	17,200.7	47.7	17,248.4	47,906.7
15. Other Fresh Vegetables.....	5,515.6	1,879.9	7,395.5	5,990.3
16. Other Agricultural Products.....	3,997.2	28,907.2	32,904.4	22,715.6
Totals, 1932.....	155,340.5	108,352.4	263,692.9	.....
Totals, 1931.....	195,407.1	88,183.0	.....	283,590.1

Animal Products				
17. Horses.....	4.6	.....	4.6	348.7
18. Cattle.....	197.9	.....	197.9	485.3
19. Sheep.....	3.3	.....	3.3	1.1
20. Hogs.....	19.2	.....	19.2	24.6
21. Fresh Meats.....	1,254.4	367.4	1,621.8	863.8
22. Cured and Pickled Meats.....	3,478.4	185.6	3,664.0	3,486.6
23. Other Packing House Products.....	4,627.7	66.9	4,694.6	2,277.7
24. Poultry.....	341.4	1.2	342.6	80.4
25. Eggs.....	174.0	3.5	177.5	89.2
26. Butter and Cheese.....	1,129.9	210.3	1,340.2	1,788.4
27. Wool.....	.....	1,069.3	1,069.3	499.1
28. Hides and Leather.....	358.3	279.9	638.2	564.3
29. Other Animal Products.....	882.4	124.7	1,007.1	729.8
Totals, 1932.....	12,471.5	2,308.8	14,780.3	.....
Totals, 1931.....	9,412.3	1,826.7	.....	11,239.0

SHIPMENTS BY COMMODITIES OVER HALIFAX HARBOUR COMMISSIONERS' PIERS

COMMODITIES	Outward 1932 (Tons)	Inward 1932 (Tons)	Total 1932 (Tons)	Total 1931 (Tons)
Mine Products				
30. Anthracite Coal.....	13.0	18,989.4	19,002.4	17,411.3
31. Bituminous Coal.....	3,309.7	90,642.0	93,951.7	89,636.5
32. Lignite.....				
33. Coke.....		4,039.2	4,039.2	
34. Iron Ores.....		1.4	1.4	28.7
35. Other Ores and Concentrates..	70.5	24.4	94.9	1,217.7
36. Base Bullion and Matte.....	2,043.3	9.4	2,052.7	1,769.1
37. Clay, gravel, sand, cr. stone...	29.7	5,064.3	5,094.0	122.2
38. Slate, dimension or block stone..	4.1	573.5	577.6	95.2
39. Crude Petroleum.....				557.0
40. Asphaltum.....	13.1		13.1	73.4
41. Salt.....	838.3	2,113.4	2,951.7	4,244.2
42. Other Mine Products.....	4,929.1	355.5	5,284.6	2,686.5
Totals, 1932.....	11,250.8	121,812.5	133,063.3	
Totals, 1931.....	8,986.5	108,855.3		117,841.8
Forest Products				
43. Logs, posts, poles, cordwood...	558.0	1.2	559.2	1,885.5
44. Ties.....				40.5
45. Pulpwood.....		0.6	0.6	24.7
46. Lumber, shooks, timber, staves and heading.....	39,759.2	528.1	40,287.3	37,613.5
47. Other Forest Products.....	1,413.4	275.0	1,688.4	2,373.2
Totals, 1932.....	41,730.6	804.9	42,535.5	
Totals, 1931.....	38,665.2	3,272.2		41,937.4
Manufactures & Miscellaneous				
48. Refined Petroleum and its pro- ducts.....	37,166.4	7,384.1	44,550.5	24,364.9
49. Sugar.....	3,636.4	1,002.0	4,638.4	7,166.1
50. Iron—pig and bloom.....	4.8	395.3	400.1	473.8
51. Rails and Fastenings.....		116.1	116.1	2,727.4
52. Bar, sheet, structural iron and steel, iron pipe.....	578.9	1,432.4	2,011.3	3,448.6
53. Machinery and Castings.....	308.3	1,795.9	2,104.2	1,899.5
54. Cement.....	166.4	31,800.8	31,967.2	45,371.0
55. Brick and artificial stone.....	272.8	716.8	989.6	1,171.8
56. Lime and Plaster.....	400.0		400.0	4,035.9

SHIPMENTS BY COMMODITIES OVER HALIFAX HARBOUR COMMISSIONERS' PIERS

COMMODITIES	Outward 1932 (Tons)	Inward 1932 (Tons)	Total 1932 (Tons)	Total 1931 (Tons)
Manufactures & Miscellaneous (Continued)				
57. Sewer Pipe and Drain Tile....	0.2	1.7	1.9	339.4
58. Agricultural implements and vehicles other than autos.	106.9	38.3	145.2	120.4
59. Autos and Trucks.....	1,626.2	134.1	1,760.3	3,429.7
60. Household Effects.....	239.9	251.4	491.3	510.9
61. Furniture.....	1,127.1	265.2	1,392.3	2,050.8
62. Liquor Beverages.....	5,687.5	1,492.2	7,179.7	10,058.0
63. Fertilizers—all kinds.....	555.4	4,996.3	5,551.7	8,767.3
64. Paper, books, printed matter..	21,545.6	3,322.1	24,867.7	26,477.4
65. Wood Pulp.....	1,413.8	.....	1,413.8	65.0
66. Fish all kinds.....	18,622.5	4,723.2	23,345.7	27,689.9
67. Canned Meats.....	543.6	96.5	640.1	352.5
68. Canned goods, other than meats	6,113.8	1,790.4	7,904.2	9,948.3
69. Manufactures & miscellaneous..	18,834.2	36,148.9	54,983.1	56,199.6
70. Merchandise.....	1,776.4	6,124.9	7,901.3	10,720.7
Totals, 1932.....	120,727.1	104,028.6	224,755.7	.....
Totals, 1931.....	110,710.5	136,678.4	.....	247,388.9
Totals of groups, 1932.....	341,520.5	337,307.2	678,827.7	.....
Totals of groups, 1931.....	363,181.6	338,815.6	.....	701,997.2

COMMODITY GROUP	Total 1932 (Tons)	Total 1931 (Tons)	Increase (Tons)	Decrease (Tons)
Agricultural.....	263,692.9	283,590.1	.....	19,897.2
Animal.....	14,780.3	11,239.0	3,541.3	.....
Mine.....	133,063.3	117,841.8	15,221.5	.....
Forest.....	42,535.5	41,937.4	598.1	.....
Manufactures and Miscellaneous...	224,755.7	247,388.9	.....	22,633.2
Totals.....	678,827.7	701,997.2	19,360.9	42,530.4

Net decrease..... 23,169.5 tons

**Statement Showing Number of Vessels with Cargo, and Total
Cargo Tonnage, arrived at and Departed from Halifax
Harbour Commissioners' Piers, by Trade Routes**

TRADE ROUTE	Year	INWARD			OUTWARD			TOTAL	
		No. of Vessels	Cargo Tonnage	No. of Vessels	Cargo Tonnage	No. of Vessels	Cargo Tonnage	No. of Vessels	Cargo Tonnage
1. Trans North Atlantic.....	1932	166	83,478.1	221	165,914.5	387	249,392.6		
“	1931	145	77,637.1	214	144,747.8	359	222,384.9		
“	1930	208	125,714.1	285	189,166.7	493	314,880.8		
2. Newfoundland and St. Pierre.....	1932	68	4,826.2	106	23,388.5	174	28,214.7		
“	1931	54	3,979.7	120	25,265.5	174	29,245.2		
“	1930	29	2,322.3	124	26,413.0	153	28,735.3		
3. West Indies and Cuba.....	1932	85	39,964.3	142	73,797.1	227	113,761.4		
“	1931	89	29,787.2	150	104,604.4	239	134,391.6		
“	1930	83	25,477.2	137	93,666.1	220	119,143.3		
4. Can. Atlantic Coastwise.....	1932	126	88,349.9	67	2,321.2	193	90,671.1		
“	1931	54	82,898.6	58	2,008.6	112	84,907.2		
“	1930	26	110,629.5	63	1,941.6	89	112,571.1		
5. St. Lawrence River and Great Lakes.....	1932	65	59,949.3	5	526.7	70	60,476.0		
“	1931	67	66,910.2	6	97.9	73	67,008.1		
“	1930	20	43,026.4	1	8.5	21	43,034.9		
6. U. S. Atlantic Coastwise.....	1932	39	1,252.1	80	12,499.6	119	13,751.7		
“	1931	45	8,403.4	92	49,452.3	137	57,855.7		
“	1930	34	12,239.3	46	11,242.1	80	23,481.4		
7. South America.....	1932	.....	.....	3	3,237.4	3	3,234.7		
“	1931	6	16,830.2	3	3,001.7	9	19,831.9		
“	1930	9	24,445.8	5	14,648.5	14	39,094.3		

8. Africa.....	1932	4	18,611.4	3	840.4	7	19,451.8
"	1931	2	12,953.5	1	601.0	3	13,554.5
"	1930	2	1,355.6			2	1,355.6
9. Asiatic.....	1932	20	31,164.7			20	31,164.7
"	1931	19	30,810.7			19	30,810.7
"	1930	20	22,451.5			20	22,451.5
10. Mediterranean	1932	1	562.0			1	562.0
"	1931	1	1,058.0			1	1,058.0
"	1930			4	2,764.8	4	2,764.8
11. So. Pacific Ocean.....	1932	11	3,945.9	7	20,141.7	18	24,087.6
"	1931	8	3,358.9	5	17,374.8	13	20,733.7
"	1930	20	21,281.4	15	57,354.7	35	78,636.1
12. Can. West Coast.....	1932	2	1,097.3	1	36.5	3	1,133.8
"	1931	5	4,176.6	1	40.7	6	4,217.3
"	1930	4	9,445.9	1	45.4	5	9,991.3
13. U. S. West Coast.....	1932						
"	1931						
"	1930						
14. All Others.....	1932						
"	1931						
"	1930						
15. Local Har. Movements*	1932	14	4,106.0	79	38,816.9	93	42,922.9
"	1931	2	11.5	51	15,986.9	53	15,998.4
"	1930	5	666.5	24	2,465.1	29	3,131.6
Totals.....	1932	601	337,307.2	714	341,520.5	1315	678,827.7
"	1931	497	338,815.6	701	363,181.6	1198	701,997.2
"	1930	460	399,555.5	709	399,716.5	1169	799,272.0

*Exclusive of cross harbour lighterage.



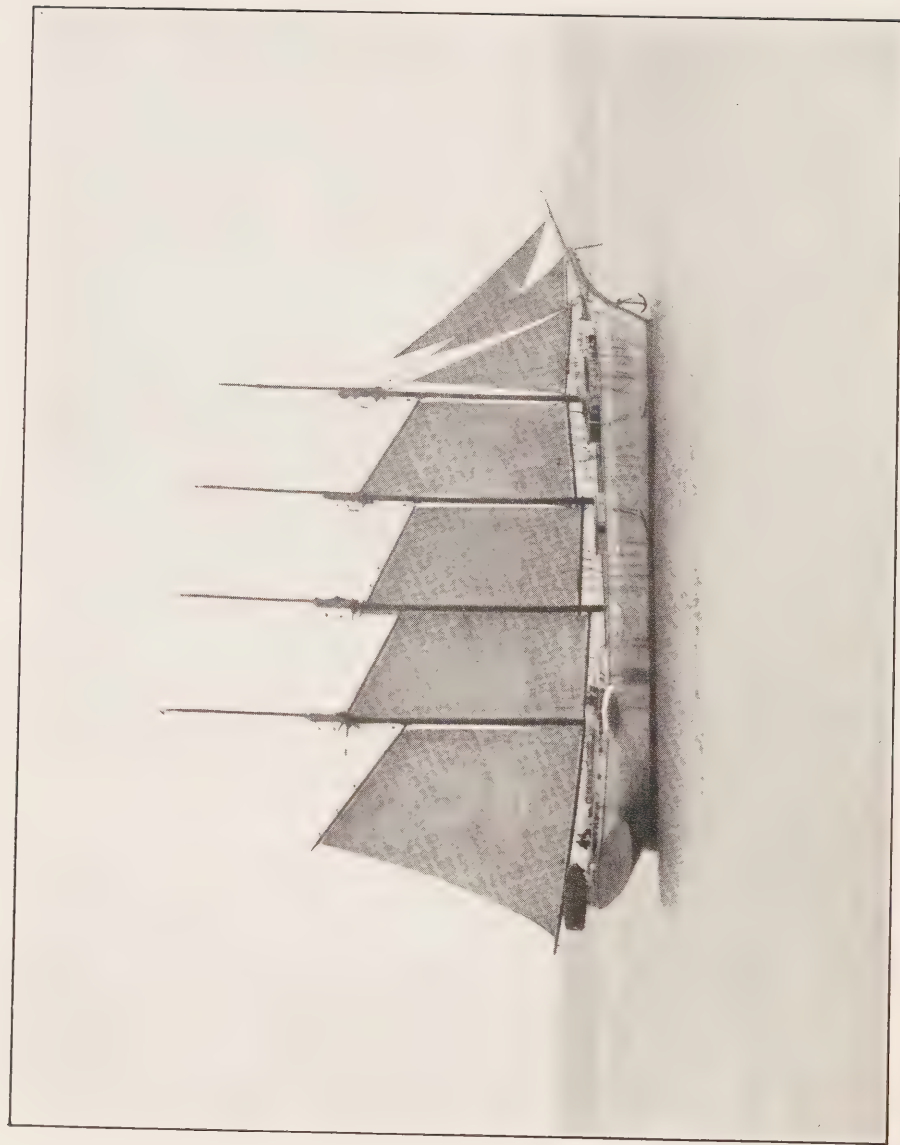
Shipping at the Quay Wall.

**TOTAL CARGO TONNAGE HANDLED AT PORT OF HALIFAX
SEPARATED BETWEEN HALIFAX HARBOUR COM-
MISSIONERS' PIERS AND OTHER PIERS,
MONTHLY AND CUMULATIVE**

Month	Inward			
	H.H.C. (Tons)	Others (Tons)	Total 1932 (Tons)	Total 1931 (Tons)
January	36,088	68,679	104,767	96,602
February	27,978	48,383	76,361	75,281
March	35,693	42,447	78,140	100,257
April	19,519	47,009	66,528	88,139
May	29,343	47,761	77,104	70,832
June	22,564	60,747	83,311	80,956
July	22,902	44,331	67,233	84,797
August	19,793	46,687	66,480	41,873
September	31,059	49,489	80,548	79,765
October	21,197	17,644	38,841	68,317
November	27,549	29,000	56,549	76,084
December	43,622	15,531	59,153	94,663
Total, 1932	337,307	517,708	855,015	.....
Total, 1931	338,816	618,750	.....	957,566

Month	Outward			
	H.H.C. (Tons)	Others (Tons)	Total 1932 (Tons)	Total 1931 (Tons)
January	64,935	3,245	68,180	62,190
February	49,259	4,662	53,921	55,571
March	53,040	6,662	59,702	56,244
April	31,965	29,742	61,707	71,695
May	12,760	27,120	39,880	36,111
June	8,563	32,442	41,005	67,984
July	8,865	43,190	52,055	42,503
August	8,911	34,812	43,723	32,853
September	18,104	20,700	38,804	54,567
October	19,944	25,622	45,566	44,824
November	22,992	16,572	39,564	46,288
December	42,182	16,779	58,961	62,670
Total, 1932	341,520	261,548	603,068	.....
Total, 1931	363,182	270,318	.....	633,500

Total Inward and Outward				
Month	H.H.C. (Tons)	Others (Tons)	Total 1932 (Tons)	Total 1931 (Tons)
January	101,023	71,924	172,947	158,792
February	77,237	53,045	130,282	130,852
March	88,733	49,109	137,842	156,501
April	51,484	76,751	128,235	159,834
May	42,103	74,881	116,984	106,943
June	31,127	93,189	124,316	148,940
July	31,767	87,521	119,288	127,300
August	28,704	81,499	110,203	74,726
September	49,163	70,189	119,352	134,332
October	41,141	43,266	84,407	113,141
November	50,541	45,572	96,113	122,372
December	85,804	32,310	118,114	157,333
Total, 1932	678,827	779,256	1,458,083	.....
Total, 1931	701,998	889,068	.....	1,591,066



"The fourmasted Schooner "Avon Queen" (1035 gross tons) sailing out of Halifax Harbour for New York with 900 tons of laths on board.

SHIPPING REPORT PORT OF HALIFAX

	No. of Vessels	Net Tonnage	Gross Tonnage
Trans Oceanic:			
Inward.....	904	3,583,230	6,144,722
Outward.....	882	3,544,579	6,082,492
Total, 1932.....	1,786	7,127,809	12,227,214
Total, 1931.....	1,809	7,559,911	12,914,443
Coastwise:			
Inward.....	2,066	638,104	1,084,060
Outward.....	1,987	614,893	1,041,933
Total, 1932.....	4,053	1,252,997	2,125,993
Total, 1931.....	4,329	1,422,306	2,431,808
Grand Total:			
Inward.....	2,970	4,221,334	7,228,782
Outward.....	2,869	4,159,472	7,124,425
Total, 1932.....	5,839	8,380,806	14,353,270
Total, 1931.....	6,138	8,982,217	15,346,251

**DETAILS OF SHIPPING REPORT
PORT OF HALIFAX
TRANS OCEANIC INWARD**

Type of Vessel	No. of Vessels	Net Tonnage	Gross Tonnage	Register
Liners.....	22	296,254	556,491	British
".....	1	2,029	3,445	Canadian
".....	1	9,637	16,732	German
".....	1	6,485	11,055	Swedish
".....	5	47,025	129,645	French
Total Liners.....	30	361,430	717,368	
Cargo Liners.....	216	1,483,276	2,493,965	British
".....	62	239,212	396,300	Canadian
".....	29	251,241	437,859	Swedish
".....	22	151,873	243,987	Danish
".....	15	59,178	98,194	Polish
".....	5	45,995	77,202	Dutch
".....	17	138,440	240,873	German
".....	1	6,550	11,015	Norwegian
Total Cargo Liners.....	367	2,375,765	3,999,395	
Cargo Vessels.....	92	299,918	489,680	British
".....	80	146,594	242,550	Canadian
".....	8	4,659	7,814	Newfoundland
".....	46	54,859	94,729	Swedish
".....	82	87,181	146,991	Norwegian
".....	20	23,258	39,535	Danish
".....	12	27,864	45,375	German
".....	3	12,698	20,580	Dutch
".....	8	22,541	36,588	American
".....	1	3,071	4,920	Italian
Total Cargo Vessels.....	352	682,643	1,128,762	

DETAILS OF SHIPPING REPORT
PORT OF HALIFAX
TRANS OCEANIC INWARD
(Continued)

Type of Vessel	No. of Vessels	Net Tonnage	Gross Tonnage	Register
Survey Vessel.....	1	.....	.....	British
Coast Guard Cutters.....	1	.....	.....	American
Oil Tankers.....	10	54,714	98,106	British
“.....	16	80,278	156,688	Canadian
“.....	4	16,884	26,527	Norwegian
“.....	1	1,274	1,806	American
Total Oil Tankers.....	31	153,150	283,127	
Cable Ships.....	1	453	1,288	British
“.....	1	439	1,051	Canadian
Total Cable Ships.....	2	892	2,339	
Tugs.....	1	330	715	American
Viking Vessel.....	1	16	40	Norwegian
Motor Vessels.....	22	1,571	2,175	Canadian
Battleship.....	1	.....	.....	American
Power Schooners.....	53	3,369	5,034	Canadian
Sailing Schooners.....	40	3,836	5,395	Canadian
“.....	2	228	372	Newfoundland
Total Sailing Schooners...	42	4,064	5,767	
Total, 1932.....	904	3,583,230	6,144,722	
Total, 1931.....	894	3,769,971	6,447,981	

**DETAILS OF SHIPPING REPORT
PORT OF HALIFAX
TRANS OCEANIC OUTWARD**

Type of Vessel	No. of Vessels	Net Tonnage	Gross Tonnage	Register
Liners.....	22	296,254	556,491	British
".....	1	2,029	3,445	Canadian
".....	1	9,637	16,732	German
".....	1	6,485	11,055	Swedish
".....	5	47,025	129,645	French
Total Liners.....	30	361,430	717,368	
Cargo Liners.....	215	1,481,373	2,490,376	British
".....	56	213,413	350,602	Canadian
".....	29	251,241	437,859	Swedish
".....	22	151,863	243,990	Danish
".....	15	59,178	98,194	Polish
".....	5	45,995	77,202	Dutch
".....	17	138,440	240,873	German
".....	1	6,550	11,015	Norwegian
Total Cargo Liners.....	360	2,348,053	3,950,111	
Cargo Vessels.....	89	292,991	478,736	British
".....	75	140,000	237,036	Canadian
".....	8	4,659	7,814	Newfoundland
".....	44	52,691	92,080	Swedish
".....	80	84,132	141,945	Norwegian
".....	17	19,847	33,573	Danish
".....	12	27,864	45,375	German
".....	3	12,678	20,580	Dutch
".....	8	22,541	36,578	American
".....	3	9,739	15,821	Italian
Total Cargo Vessels.....	339	667,142	1,109,538	

**DETAILS OF SHIPPING REPORT
PORT OF HALIFAX
TRANS OCEANIC OUTWARD**
(Continued)

Type of Vessel	No. of Vessels	Net Tonnage	Gross Tonnage	Register
Coast Guard Cutters	1	.....	.....	American
Oil Tankers.....	11	59,719	105,296	British
“	16	80,278	156,688	Canadian
“	4	16,884	26,527	Norwegian
“	1	1,274	1,806	American
Total Oil Tankers.....	32	158,155	291,317	
Viking Vessel.....	1	16	40	Norwegian
Battleship.....	1	.....	.....	American
Cruisers.....	1	.....	.....	German
Tugs.....	1	330	715	American
Motor Vessels.....	22	1,570	2,175	Canadian
Power Schooners.....	50	3,284	4,759	Canadian
Sailing Schooners.....	42	4,371	6,097	Canadian
“	2	228	372	Newfoundland
Total Sailing Schooners...	44	4,599	6,469	
Total, 1932.....	882	3,544,579	6,082,492	
Total, 1931.....	915	3,789,940	6,466,462	

**DETAILS OF SHIPPING REPORT
PORT OF HALIFAX
COASTWISE INWARD**

Type of Vessel	No. of Vessels	Net Tonnage	Gross Tonnage	Register
Liners.....				
Cargo Liners.....	20	202,512	340,893	British
Cargo Vessels.....	44	143,234	240,021	British
".....	314	101,020	169,414	Canadian
".....	3	3,639	6,077	Norwegian
".....	1	1,828	2,939	Danish
".....	2	2,168	3,708	Swedish
".....	2	3,385	5,464	German
Total Cargo Vessels.....	366	255,283	427,623	
Oil Tankers.....	5	11,363	19,908	British
".....	44	61,964	105,138	Canadian
Total Oil Tankers.....	49	73,327	125,046	
Cable Ships.....	13	11,005	24,915	British
".....	8	3,512	8,408	Canadian
".....	6	6,696	13,896	American
Total Cable Ships.....	27	21,213	47,219	
Trawlers.....	187	28,987	57,806	Canadian
".....	2	714	1,444	French
".....	2	235	532	American
Total Trawlers.....	191	29,936	59,782	
Cruisers.....	3			British
".....	6			Canadian
".....	1			French
Total Cruisers.....	10			

**DETAILS OF SHIPPING REPORT
PORT OF HALIFAX
COASTWISE INWARD**

Type of Vessel	No. of Vessels	Net Tonnage	Gross Tonnage	Register
Destroyers.....	6			Canadian
Fisheries Patrol Vessel.....	2	272	716	Canadian
Car Ferry.....	1	658	1,461	Canadian
Hospital Ship.....	1			French
Lightship.....	2	254	530	Canadian
Coast Guard Cutters.....	3			American
Motor Vessels.....	7	373	490	Canadian
Survey Vessels.....	2	439	846	Canadian
Dredges.....	6	1,926	2,838	Canadian
Tugs.....	17	1,092	5,213	Canadian
Lightship Tenders.....	6	2,910	6,915	British
<hr/>				
Yachts.....	16			American
“.....	2			Canadian
<hr/>				
Total Yachts.....	18			
<hr/>				
Motor Boats.....	22	264	367	Canadian
Power Schooners.....	447	14,025	18,398	Canadian
<hr/>				
Sailing Schooners.....	857	33,285	45,286	Canadian
“.....	5	207	274	American
“.....	1	128	163	French
<hr/>				
Total Sailing Schooners...	863	33,620	45,723	
<hr/>				
Total, 1932.....	2,066	638,104	1,084,060	
Total, 1931.....	2,297	732,726	1,250,502	

**DETAILS OF SHIPPING REPORT
PORT OF HALIFAX
COASTWISE OUTWARD**

Type of Vessels	No. of Vessels	Net Tonnage	Gross Tonnage	Register
Liners				
Cargo Liners	20	202,512	340,893	British
Cargo Vessels	43	140,570	235,118	British
"	301	98,165	165,067	Canadian
"	3	3,639	6,077	Norwegian
"	1	1,823	2,939	Danish
"	2	2,168	3,703	Swedish
"	2	3,385	5,464	German
Total Cargo Vessels	352	249,755	418,373	
Oil Tankers	4	6,358	11,718	British
"	41	58,678	99,731	Canadian
Total Oil Tankers	45	65,036	111,449	
Cable Ships	11	9,246	20,988	British
"	2	878	2,102	Canadian
"	5	5,580	11,580	American
Total Cable Ships	18	15,704	34,670	
Trawlers	187	28,987	57,806	Canadian
"	2	714	1,444	French
"	2	235	532	American
Total Trawlers	191	29,936	59,782	
Cruisers	3			British
"	1			French
Total Cruisers	4			

**DETAILS OF SHIPPING REPORT
PORT OF HALIFAX
COASTWISE OUTWARD**
(Continued)

Type of Vessels	No. of Vessels	Net Tonnage	Gross Tonnage	Register
Destroyers.....	4			Canadian
Fisheries Patrol Vessels.....	2	272	716	Canadian
Hospital Ship.....	1			French
Lightships.....	2	254	530	Canadian
Coast Guard Cutters.....	3			American
Lightship tenders.....	5	2,442	5,780	British
Salvage Vessel.....	1	200	532	Canadian
Motor Vessels.....	5	274	423	Canadian
Tugs.....	14	847	4,245	Canadian
Motor Boats.....	24	345	528	Canadian
Dredges.....	6	2,192	3,036	Canadian
<hr/>				
Yachts.....	16			American
".....	2			Canadian
<hr/>				
Total Yachts.....	18			
<hr/>				
Power Schooners.....	431	13,348	17,537	Canadian
<hr/>				
Sailing Schooners.....	835	31,441	43,002	Canadian
".....	5	207	274	American
".....	1	128	163	French
<hr/>				
Total Sailing Schooners...	841	31,776	43,439	
<hr/>				
Total, 1932.....	1,987	614,893	1,041,933	
Total, 1931.....	2,032	689,580	1,181,360	

**DETAILS OF SHIPPING REPORT
PORT OF HALIFAX
CLASSIFICATION BY NATIONALITIES
TRANS OCEANIC AND COASTWISE**

Register	No. of Vessels	Net Tonnage	Gross Tonnage
Inward:			
Canadian.....	2,205	725,399	1,229,549
British.....	433	2,505,648	4,272,182
Newfoundland.....	10	4,887	8,186
American.....	44	31,283	53,811
Swedish.....	78	314,753	547,351
Norwegian.....	91	114,270	190,650
German.....	32	179,326	308,444
Polish.....	15	59,178	98,194
Danish.....	43	176,959	286,461
Dutch.....	8	58,693	97,782
French.....	10	47,867	131,252
Italian.....	1	3,071	4,920
Totals.....	2,970	4,221,334	7,228,782

Outward:			
Canadian.....	2,119	680,826	1,156,057
British.....	423	2,491,465	4,246,396
Newfoundland.....	10	4,887	8,186
American.....	43	30,167	51,485
Swedish.....	76	312,585	544,702
Norwegian.....	89	111,221	185,604
German.....	33	179,326	308,444
Polish.....	15	59,178	98,194
Danish.....	40	173,538	280,502
Dutch.....	8	58,673	97,782
French.....	10	47,867	131,252
Italian.....	3	9,739	15,821
Totals.....	2,869	4,159,472	7,124,425

Total Inward and Outward:

Canadian.....	4,324	1,406,225	2,385,606
British.....	856	4,997,113	8,518,578
Newfoundland.....	20	9,784	16,372
American.....	87	61,450	105,296
Swedish.....	154	627,338	1,092,053
Norwegian.....	180	225,491	376,254
German.....	65	358,652	616,888
Polish.....	30	118,356	196,388
Danish.....	83	350,497	566,963
Dutch.....	16	117,366	195,564
French.....	20	95,734	262,504
Italian.....	4	12,810	20,741
Totals, 1932.....	5,839	8,380,806	14,353,207
Totals, 1931.....	6,138	8,982,217	15,346,251

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Canada. Halifax Harbour Commission

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Government
Publications

THE PORT of HALIFAX CANADA



Annual Report
1933

OF THE
HARBOUR
COMMISSIONERS

OF

CANADA

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F. C. CORNELL, F.S.S.	-	-	-	-	-	-	Traffic Manager
J. J. MACDONALD, M.E.I.C., etc., (Until 31st May)							Chief Engineer
C. S. BENNETT, A.M.E.I.C., (From 1st June)	-	-					Acting Chief Engineer
F. W. DONKIN	-	-	-	-	-	-	Chief Accountant
CAPTAIN A. E. TAYLOR	-	-	-	-	-	-	Harbour Master
L. S. COOK	-	-	-	-	-	-	Manager Cold Storage
V. D. DURING	-	-	-	-	-	-	Elevator Superintendent
ALAN S. MARTIN, A.C.I.S.	-	-	-	-	-	-	Secretary

Halifax, N. S.,

Canada.

28th April, 1934.

THE HON. ALFRED DURANLEAU, P.C.,M.P.,

Minister of Marine,

Ottawa.

Sir:

We have the honour to submit our report on operations for the year ended 31st December, 1933.

We have the honour to be, Sir,

Your obedient servants,

J. L. HETHERINGTON, President.

F. P. MERCHANT,

O. P. GOUCHER,

Halifax Harbour Commissioners.



Three Cunard Liners at the Quay Wall at the same time.
Left to right—S. "AURANIA", "ANTONIA" and "ASCANIA."

ANNUAL REPORT

1933

The Commissioners are glad to report a satisfactory year. Substantial improvement was seen both in the financial results of their operations and in the volume of cargo tonnage moving through the Port, with the latter taking on a progressively better aspect as the year drew to a close. They believe that the results of the Imperial Economic Conference held in Ottawa are now very definitely making themselves felt and that Halifax is sharing in the improved general conditions of trade, particularly in respect to exports to Great Britain. They also believe that the Port is steadily winning the good-will of shippers and carriers and on that account is obtaining results which, taking conditions as they are at the present time, are very satisfactory. Not for a number of years has it been possible to look to the future with so much confidence.

FINANCIAL RESULTS

A year ago, the Commissioners reported that, by exercising strict economy, they had been able to improve their financial position very considerably and reduce their operating deficit for the year to \$666.79. They are pleased to be able now to report continued improvement. Nearly all divisions of revenue showed increases and there was a reduction in maintenance and operating expenses.

On the basis of accounting employed up to last year, there was an operating profit for the year 1933 of \$59,747.58. During the year, however, the Commissioners had several conferences with the Department of Public Works which affected the basis on which they had annually, since the incorporation of the Commissioners, been making certain charges against that Department. An agreement was reached on all matters except one and, pending a settlement of that one, the Commissioners considered it proper to place such accrued amounts as are in dispute in a special reserve for contingencies. The amount so transferred was \$52,064.83 leaving an operating profit for 1933 of \$7,682.75. This was after making provision for two months interest amounting to \$8,300 on the Debentures issued by the Commissioners in connection with the Cold Storage Terminal.

BALANCE SHEET

as at December 31st, 1933

ASSETS

Capital Expenditure

Harbour Development in General.....	\$ 206,504.50	
Real Estate Purchases.....	2,989.27	
Piers, Wharves and Basins.....	5,699,223.10	
Plant and Facilities.....	184,605.12	
Grain Elevator System.....	1,090,644.29	
Permanent Sheds and Facilities, including Cold Storage Warehouse acquired on November 1st, 1933, in exchange for \$1,700,000, 3% Debentures.....	3,523,767.31	
	<hr/>	
Operating Equipment.....	\$10,707,733.59	
	48,114.68	
	<hr/>	\$10,755,848.27
Interest accrued for the year 1933 on Debentures held by the Department of Finance.....		432,867.27
		<hr/>
		11,188,715.54

Current Balances

Cash on hand and in Bank.....	\$ 2,096.10	
Accounts Receivable, net.....	122,252.40	
Stores and Materials.....	26,227.11	
Unexpired Insurance Premiums, etc.....	1,379.85	
	<hr/>	151,955.46
Operating Deficit Account, per Statement.....		273,491.54
		<hr/>
		\$11,614,162.54

Contract Deposits, per contra

Bonds, Dominion of Canada, par value.....	\$ 100,000.00	
Bonds, Province of Nova Scotia, par value.....	10,000.00	
Guarantee Fund, The Royal Trust Co.....	27,764.18	
Royal Bank of Canada, Savings Account.....	33,758.57	
	<hr/>	171,522.75
		<hr/>
		\$11,785,685.29

LIABILITIES

Debenture Indebtedness

To Department of Finance, Ottawa		
Series A, 5%, due 1954.....	\$ 500,000.00	
Series B, 5%, due 1955.....	5,000,000.00	
Series C, 5%, due 1956.....	3,267,157.87	
	<hr/>	\$ 8,767,157.87
Interim Debenture delivered to Montreal Trust Company, Trustee, pending the issue of Definitive Bearer Debentures at 3%, due November 1st, 1938.....		1,700,000.00
Royal Bank of Canada, Advances.....		607,808.87
Debenture Interest—		
Dominion Government for the year 1933.....	\$ 432,867.27	
Accrued Interest on above Interim Debenture, two months, at 3% from November 1st, 1933.....	8,500.00	
	<hr/>	441,367.27
Accounts Payable, Contractors, etc.....	\$ 94,011.34	
Wages due and unpaid.....	3,817.19	
	<hr/>	97,828.53
		<hr/>
		\$11,614,162.54
		171,522.75
		<hr/>
		\$11,785,685.29

NOTE. The Corporation has contracted for expenditures on new construction work (not yet completed) and the above Statement only contains liability for work which has been approved and passed for payment by the Chief Engineer.

J. L. HETHERINGTON, President.

F. W. DONKIN, Chief Accountant.

The above Balance Sheet has been examined and verified as per our Report of this date attached hereto.

CROWELL, BALCOM & Co.,

Halifax, N. S., March 15th, 1934.

Chartered Accountants.

Statement of Revenue and Expenditure for the year ending December 31st, 1933

REVENUE

Grain Elevator.....	\$ 54,339.06	
Wharfage.....	124,980.43	
Storage.....	26,720.23	
Dockage.....	47,552.61	
Water.....	13,656.85	
Rentals.....	18,863.89	
Harbour Master's Fees.....	3,345.50	
Cargo Trucks.....	2,913.60	
Cold Storage (From November 1st, 1933).....	21,673.10	
Miscellaneous.....	28,235.25	
	<hr/>	\$342,280.52

EXPENDITURE

Deepwater and Ocean Terminals		
Maintenance and Operating Charges.....	\$177,107.18	
Grain Elevator and Galleries		
Maintenance and Operating Charges.....	59,919.40	
Cold Storage Warehouse—Nov. 1st to Dec. 31st, 1933		
Maintenance and Operating Charges.....	13,360.75	
Debenture Interest, two months at 3%.....	8,500.00	
Administration		
Salaries and Expenses.....	\$58,952.91	
Interest on Bank Advances.....	21,337.00	
	<hr/>	80,289.91
Less portion charged to Capital		
Accounts.....	4,579.47	
	<hr/>	75,710.44
		<hr/>
		334,597.77
Operating Profit for the Period		
(before charging any Interest on Debentures issued to Department of Finance).		7,682.75

DEFICIT ACCOUNT

Deficit brought forward December 31st, 1932.....	\$ 77,279.58
Reserved for Contingencies, as authorized by Minutes of the Commissioners.....	203,894.71
	<hr/>
	281,174.29
Deduct Operating Profit for 1933, per above Statement.....	7,682.75
	<hr/>
Deficit carried forward December 31st, 1933.....	\$273,491.54



View of the Ocean Terminals on the day before Labour Day.

The following steamers were at the Terminals when the picture was taken, although not all are clearly seen in the picture.

"AQUITANIA"	-	15,647	gross registered tons	Berths 20 and 21
"TRANSYLVANIA"	-	16,923		" Berth 22
"CALEDONIA"	-	14,000		" 23
"MILWAUKEE"	-	16,639		" 25
"WATUKA"	-			" 26
"GRIPSHOLM"	-			" 27
"LADY HAWKINS"	-			" 28

The Commissioners take this opportunity of expressing their appreciation of the courteous co-operation given them by Hon. Alfred Duranleau, Minister of Marine, and of thanking him and his officers for their help during the year.

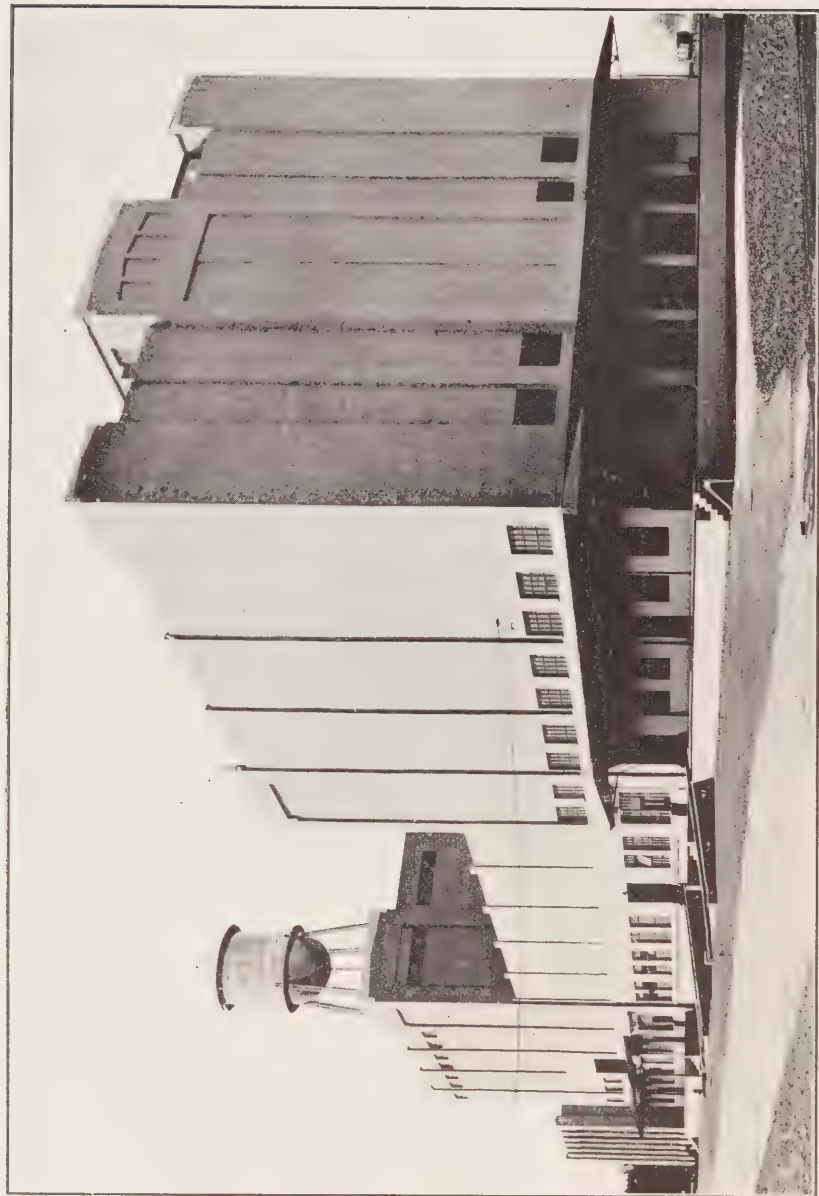
COMMISSIONERS AND STAFF

On 30th November, Mr. E. C. Phinney, K. C., was compelled, owing to pressure of professional business, to relinquish the Presidency of the Commissioners which he had held for over three years. The Commissioners wish here to place on record their appreciation of the valuable services he rendered the Port. On his resignation, Mr. J. L. Hetherington, one of his associates during the whole of his tenure of office, was appointed to the position of President, and Mr. O. P. Goucher was appointed to fill the vacancy on the Board.

The Commissioners were sorry to lose the services on 31st May, of their Chief Engineer, Mr. J. J. Macdonald, who accepted an important position in England at the invitation of Sir Alexander Gibb. Mr. Macdonald had given the port splendid service and had considerably enhanced his reputation during the years he was with the Commissioners.

Mr. C. S. Bennett, Mr. Macdonald's chief assistant, was appointed Acting Chief Engineer by the Commissioners and has occupied that position since 1st June.

The Commissioners were fortunate in securing the services of Mr. E. H. James as Consulting Engineer in regard to the reconstruction of the upper storey of the Transit Shed on Pier 2 and the construction of sheds on Pier "B", to which matters reference will be made later in this Report.



The Cold Storage Terminal.

ASSOCIATION OF CANADIAN PORTS

Representatives of the different Canadian Port Authorities met at a conference in Toronto in November and formed an Association of Canadian Ports for the purpose of considering and taking such action as is considered desirable in regard to port practices and such other cognate matters as are of interest to Canadian ports.

COLD STORAGE TERMINAL

The Commissioners have always felt that the provision and adequate operation of Cold and Temperature Regulated Storage facilities were essential to the proper development of the port. Their study of conditions at Halifax having convinced them that there was danger that the Nova Scotia Public Cold Storage Terminals, Limited might find it impossible to maintain to the required extent the operations of its plant, and there appearing to be other good reasons for the acquisition of that plant by the Commissioners, an appraisal of the property was made by their Chief Engineer and negotiations were entered into with the Company. Towards the end of the year these negotiations were brought to a successful conclusion and proposals were submitted to the Government, through the Department of Marine, that the Commissioners should acquire the assets and undertaking of the Company for the purchase price of \$1,700,000 payable in Five-year 3% Debentures of the Halifax Harbour Commissioners. Order-in-Council P. C. 2195 was passed on 21st October authorizing the Commissioners, under Section 10 of the Halifax Harbour Commissioners' Act, 1927, to acquire the assets and undertaking and to issue \$1,700,000 Five-year 3% Debentures as the purchase price, in accordance with the terms agreed upon.

The Commissioners, therefore, entered into an agreement with the Company on 29th November to take over the assets and undertaking as at 1st November subject to ratification by the Shareholders and Bondholders of the Company. By the end of the year most of the preliminaries had been completed, leaving the final steps to be taken in the new year.

IMMIGRATION QUARTERS

Immediately after the incorporation of the Halifax Harbour Commissioners and, in fact, before any properties had been put under their administration, the Department of Immigration and Colonization moved from Deepwater Terminals, where they had occupied the whole of the top floor of the shed on Pier 2, to the upper floor of Shed 21, Ocean Terminals. From that time there have been, from the Commissioners' point of view, very unsatisfactory arrangements or lack of arrangements, not only in regard to their inability to obtain any rental for the premises occupied, but also in regard to their reimbursement for their expenditures in the maintenance of the buildings and the supply of electricity, water and steam. The same indefiniteness existed in regard to the occupation of certain neighbouring premises by the Canadian National Railways and the United States Immigration Department.

As stated earlier in this report, the Commissioners held several conferences during the year with representatives of the Department of Public Works and of the Canadian National Railways, and, during and following those conferences, came to an agreement mutually satisfactory to them and to themselves in regard to their reimbursement for maintenance and out-of-pocket expenses.

The Department of Immigration, however, continues to occupy valuable space in buildings under the administration of the Commissioners for which the Commissioners have been unable, up to the present, to collect any rental. The Commissioners have always maintained that this is very unjust to their administration of the properties and they propose to continue their efforts until a satisfactory solution is reached.

TRAFFIC

The Commissioners are glad to report very substantial increases in cargo handled, not only over their own piers, but also through the port as a whole. Statistics will be found on pages 27 to 35 of this report analyzing the tonnage of the shipping and cargo of the port and giving details by commodities, by trade routes and totals month by month. Hitherto similar statements appearing in previous reports of the Commissioners only gave all these particulars in respect to traffic moving over their own piers. In view

of their belief, however, that the figures of the whole port are of more widespread and enduring interest, they are the only ones given in detail at the end of the report. Summaries of the traffic at the Commissioners' piers are here given.

Traffic at the Commissioners' Piers

	1931	1932	1933
Number of Vessels.....	2,384	2,612	2,703
Net Tonnage.....	7,084,621	7,093,347	7,087,320
Gross Tonnage.....	12,092,948	12,086,891	11,798,311
Cargo Tonnage.....	701,998	678,827	853,053
Bags of Mail.....	86,455	113,403	108,282
Number of Passengers.....	55,598	58,238	32,428

It will be seen that the total Cargo Tonnage passing over the piers of the Commissioners was 853,053 in 1933 compared with 678,827 in 1932, an increase of 174,226 or 25%.

In regard to the different commodities handled, there were only comparatively small changes in the groups of Animal, Mine, and Forest Products and Manufactures and Miscellaneous, the big increase being in the Agricultural Group, the tonnage of which jumped from 263,693 in 1932 to 413,914 in 1933, an increase of 150,221. Within that group itself also, two classifications viz.:—Wheat and Apples, accounted for practically all of the increase. Sizeable decreases in Rye and Fresh Fruits other than Apples, were about offset by increases in Flour and various Agricultural products, but the two classifications Wheat and Apples showed large gains.

The tonnage of Wheat handled in 1933 was 98,908 compared with 7,236 in 1932, an increase of 91,672 tons and the tonnage of Apples 123,858 compared with 51,347, an increase of 72,511 tons.

In regard to the very large increase in Wheat Shipments, the Commissioners wish to draw attention to the fact that last year saw the first shipment of all-water borne grain to Halifax for export. They think that this movement holds great promise for the port. In 1932 grain was received by this route and was unloaded to the Elevator through the Marine Tower. That grain was, however, for domestic use. In the latter half of 1933, upwards of 2,000,000 bushels were received for export and, in addition, the Commissioners were compelled to decline large quantities for which they had no



All-water-borne Grain for export via Halifax.

The first three ships participating in this movement. S. S. "STEELVILLE" unloading at the Marine Tower and S.S. "BROWN BEAVER" and "GRELHEAD" awaiting their turn.

space. On the opposite page there is a picture of the first three steamers bringing these cargoes of grain. The "STEELVILLE" is seen unloading at the Marine Tower, whilst the "BROWN BEAVER" and the "GRELHEAD" are awaiting their turn. In addition to these cargoes other shipments of wheat showed large increases.

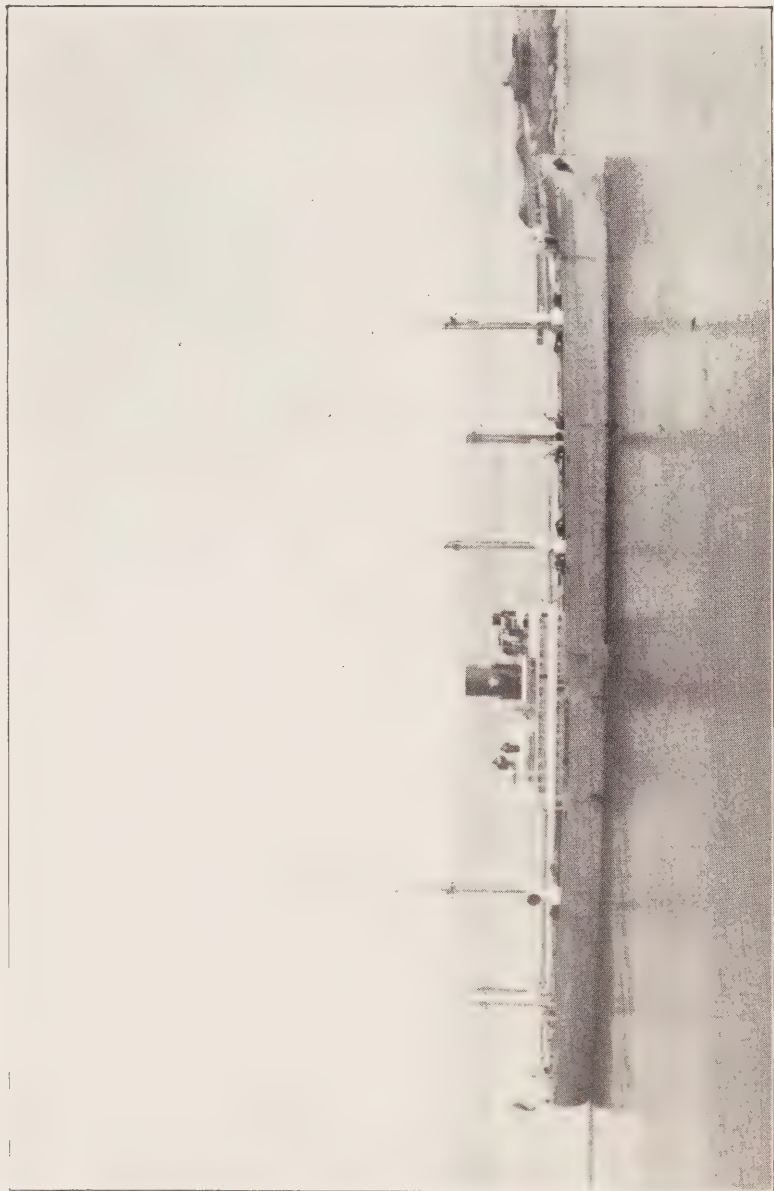
The increase of over 70,000 tons in Apple shipments was owing to the fact that a very good year, an all-time record, in fact, was comparing with a bad year. The crop had favourable growing conditions from the start and, with the exception of one storm which caused considerable damage to late varieties in the western area, the Annapolis Valley escaped any very violent storms such as those by which it was devastated in September, 1932. These favourable conditions were reflected in the very heavy shipments through the port of Halifax.

Before leaving the consideration of traffic over the Commissioners' piers, it is worth while to record that, from the analysis of the movement of cargo by Trade Routes (not printed in this report), it is seen that by far the largest part of the increase in cargo tonnage was in the Trans-North Atlantic Route. Two other routes did contribute considerable increases, the St. Lawrence and Great Lakes route increasing from 60,000 tons to 87,000 tons and the Asiatic route from 31,000 tons to 48,000 tons, but these were relatively small in comparison with the Trans-North Atlantic Route, which accounted for 398,330 tons in 1933 compared with 249,393 tons in 1932, an increase of 148,937 tons. Studying just this route alone, it is significant that the import cargo showed a small decrease, whereas the export cargo rose from 165,915 tons in 1932 to 315,576 in 1933, an inncrease of 149,661 tons, or 90%. It seems safe to assume that this satisfactory result is in part due to the Imperial Economic Conference held at Ottawa in 1932.

Grain Elevator

The following is a summary of the grain handled at the Elevator in 1933 with comparisons with the two previous years:—

	Received (Bus.)	Shipped (Bus.)	Total (Bus.)
1931.....	1,224,192	1,126,787	2,350,979
1932.....	2,562,080	1,695,420	4,257,500
1933.....	2,817,367	2,741,797	5,559,164



Round the World Express Service.

One of the four motor vessels of the Prince Line which maintain a monthly service round the world.

The following is an analysis of the receipts of grain at the Elevator. Owing to the fact that the Marine Tower was only completed in 1932, there is no previous record of water-borne shipments, as all such shipments were previously unloaded from ships into cars which were then switched to the Elevator for unloading there and the actual deliveries at the Elevator were accordingly by rail.

	Rail (Bus.)	Water (Bus.)	Total (Bus.)
1932	1,809,163	752,917	2,562,080
1933	827,219	1,990,148	2,817,367

The deliveries from the Elevator were as follows:—

	Rail	Water	Local	Total
1932	491,710	949,908	253,802	1,695,420
1933	502,933	1,961,356	277,508	2,741,797

Traffic of the Whole Port

The following is a statement of the Cargo Tonnage of the whole port for the past three years:—

	Inward	Outward	Total
1931	957,566	633,500	1,591,066
1932	855,015	603,068	1,458,083
1933	992,629	758,399	1,751,028

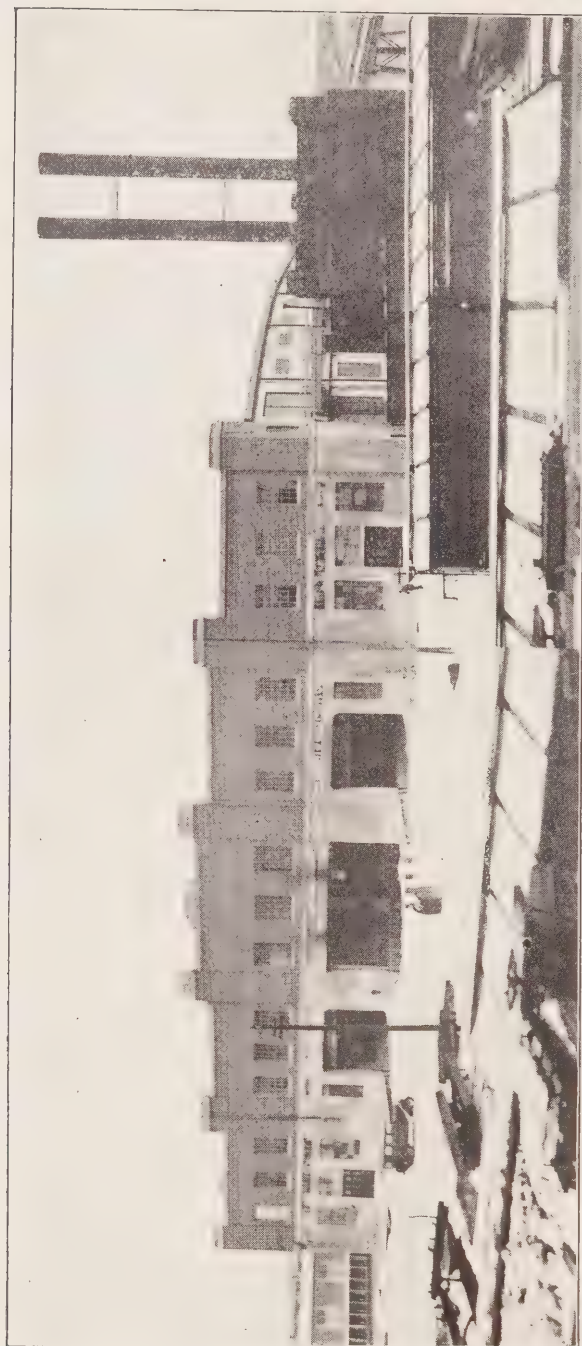
It will be seen that the increase for the whole port over the year 1932 was 292,945 tons or 20%.

Full details of the figures for 1933 will be found on pages 27 to 35 of this report. Details of the figures for previous years, divided into Commodities and Trade Routes, are not available.

NEW STEAMSHIP SERVICES

During the year, a number of new steamship services came into operation.

At the beginning of the year the Prince Line began a round the world monthly service, which was later expanded into a fortnightly service jointly with the Silver Line.



Transit Shed on Pier 2 after re-construction of upper storey.

The American Manchurian Line instituted a service between Halifax and Java, Straits Settlements and the Philippines, with monthly sailings from those places.

A new service between Halifax and London, Leith, Dundee and Hamburg with sailings about once a month was put into operation by the American Hampton Roads Line.

ENGINEERING

Adequate maintenance work on all of the properties of the Commissioners was carried out during the year.

As in previous years and for purposes of economy, the Chief Engineer was able to put the greater part of his working forces on a five-hour day basis during the late Spring and Summer months.

FIRE AT PIER 2

Very early in the morning of 19th September, a disastrous fire occurred in the upper storey of the Transit Shed on Pier 2. The alarm was turned in soon after 1.30 a. m. and was promptly answered by the City Fire Department. Very great difficulties were, however, encountered both in regard to an approach to the fire and the dense volumes of smoke given forth and, in spite of all efforts, it was impossible to save the upper storey. A progressive collapse of the roof started at 9.00 a. m. and continued until the greater part of it had fallen in. The walls were destroyed along with the remainder of the upper structure. The effect of the fire on the floor system, which consisted of a 6'' concrete slab, with a surface slab of from 1'' to 1½'' thick poured over it, was not very great.

The fire reached the lower floor in several places, travelling down the escalators, wooden elevator shaft and wooden cargo chutes, but the damage done on that floor was not extensive.

The upper floor of this Transit Shed was used as a warehouse and about four thousand tons of flour and other cereals were stored in it at the time.

The fire occurred at the beginning of the fall season, when heavy shipments of flour were scheduled to arrive by steamer. The warehousing operations of the Commissioners were, therefore, seriously interfered with and they were put to considerable expense in maintaining continuity of service during the period of reconstruction. The lower floor was also unfit for use, so that the two berths at this pier were, for some time, out of commission.

Work on the removal of the debris was begun on 25th September and estimates and plans for reconstruction were immediately prepared. These plans provided for the tearing down of the entire structure down to the level of the upper floor and the rebuilding of the upper storey as a Storage Warehouse as follows:—

Structural steel frame throughout with steel columns carried on concrete pedestals raised eighteen inches above the floor level, steel trusses and roof purlins.

Mill type timber roof deck of 2" x 3" Timber on edge.

A brick fire wall dividing the floor area into two sections with Underwriters' Approved Fire Door in opening through fire wall.

Mastic or asphalt floor surfacing 1" or 1½" thick.

Brick front at West End above Upper Floor.

Tile walls to enclose area for use as offices at West End.

Corrugated iron siding on North and South Sides and East End with steel sash throughout.

Wooden gutter at each side of building lined with copper connected to existing downspouts.

A Steam Heating System for the Western half of the building, including the offices.

Six inch tile wall to be built inside corrugated siding along North and South sides of heated section of warehouse for insulation.

Inside windows, wood frames, with sliding wooden sash, to be built in tile walls.

Four metal clad refrigerator type doors to be built in side walls of heated section; two on each side at outside cargo platforms.

Eight built-up wood and steel doors to be placed in side walls, at the outside cargo platforms.

A Sprinkler System to service the entire Upper Floor.

Six motor driven escalators of same type as those destroyed in fire.

One $2\frac{1}{2}$ Ton electrically operated freight elevator to replace the $1\frac{1}{2}$ ton elevator destroyed.

Vertical Lift Sectional Steel Cargo Doors to replace old doors on Lower Floor; new doors to be set in alternate wall panels on North and South Sides; thirty-one of these were to be installed.

Intermediate panels and panels adjacent to flour cribs at East end to be built up with eight inch interlocking tile with steel sash. Tile to be stuccoed on exterior surface with smooth finish to correspond with existing concrete surfaces.

Repairs to lower walls at East and West Ends, where damaged or cracked, to be repaired with Guniting.

Repairs to interior stairways with Guniting.

The roofing over the Insulated Section was to consist of a five ply tar and gravel roofing applied directly on the 2''x 3'' timber deck.

A complete Electric Lighting System to be installed.

Authority to proceed with the work as outlined at an estimated cost of \$365,000 was given by Order-in-Council P. C. 2079 dated 10th October and contracts were immediately entered into.

It was considered advisable to make the lower floor fit for service as a transit shed as soon as possible and as it was not given weather protection by the upper floor, it was decided to lay a $1\frac{1}{2}$ ''



Aerial view showing the layout at the Ocean Terminals.
Grain Elevator and Cold Storage Terminals in the background.

sheet of asphalt surfacing over that floor. A contract was let on 25th October for this work, which was completed in eight working days, two days ahead of schedule. The S. S. "Nova Scotia" docked at the Pier on 12th November with material to be used in the work of reconstruction and the first steamer to use the pier after the fire for ordinary cargo purposes was the "Zenda", which discharged flour there on 17th November.

During the re-building of the shed, it was decided to construct an outside timber ramp extending from the marginal road to the upper floor of the Shed at its Southwest corner. It was possible to do this and still not exceed the original estimated cost of the reconstruction.

The shed, as reconstructed, contains many improvements which will reduce operating costs and give a better service to the public.

At the end of the year the work of reconstruction was approximately 75% completed.

PIER "B"

Work on the construction of Pier "B" was completed in January.

TRANSIT SHEDS FOR PIER "B"

In August proposals were submitted to the Commissioners for the construction of Transit Sheds on Pier B on the basis of payment for the work on completion being made by the issue of 3 year 3% Halifax Harbour Commissioners' Debentures.

These proposals were considered by the Commissioners' Consulting Engineer and estimates were prepared by their Engineering Staff and were forwarded to the Department of Marine with an application from the Commissioners for authority to proceed with the work on the proposed deferred payment basis.

At the end of the year arrangements had reached an advanced stage and were only awaiting final sanction and confirmation.



The fishing schooner "BLUENOSE" racing, off Halifax.

MARINE TOWER

Certain re-arrangements found to be necessary in the main suspension at the top of the Marine Leg were made in September and the painting of the corrugated siding of the Marine Tower was completed in October.

GRAIN ELEVATOR SYSTEM

At the end of 1932, the Commissioners engaged the services of Mr. G. R. McCulloch of the Elevator Staff of the Montreal Harbour Commissioners to make a survey of the general and mechanical operation of their grain handling system. A number of valuable suggestions were made by Mr. McCulloch, and the work done and changes effected as a result of his survey and supervision have brought about considerable improvement in the maintenance and operation of the Elevator system.

POLICE FORCE

The strength of the Police Force at the beginning of the year was seventeen, consisting of Chief of Police, three Sergeants, three Corporals and ten Constables. During the summer months, it operated on part time employment and at the end of the year its strength was sixteen and consisted of Chief of Police, three Sergeants, one Acting Corporal and eleven Constables.

All First Aid Stations of the Commissioners were fully maintained and ready for use at all times. Two hundred and eighteen persons applied for and received First Aid treatment.

Life Saving equipment is also always ready for emergencies throughout the Commissioners' properties and was in service on different occasions during the year.

Six arrests were made during the year, one for drunkenness, one of a stowaway, and four for theft. Every arrest was followed by a conviction.



The Mersey Paper Company's specially built paper carrier "MARKLAND" about to dock at Berth 22 with a load of Paper.

CUMULATIVE SHIPPING REPORT PORT OF HALIFAX

	No. of Vessels	Net Tonnage	Gross Tonnage
Trans Oceanic:			
Inward.....	978	3,744,709	6,278,924
Outward.....	962	3,715,796	6,228,774
Total, 1933.....	1,940	7,460,505	12,507,698
Total, 1932.....	1,786	7,127,809	12,227,214
Total, 1931.....	1,809	7,559,911	12,914,443

Coastwise:			
Inward.....	2,007	588,261	1,002,411
Outward.....	1,948	590,696	1,003,752
Total, 1933.....	3,955	1,178,957	2,006,163
Total, 1932.....	4,053	1,252,997	2,125,993
Total, 1931.....	4,329	1,422,306	2,431,808

Grand Total:			
Inward.....	2,985	4,332,970	7,281,335
Outward.....	2,910	4,306,492	7,232,526
Total, 1933.....	5,895	8,639,462	14,513,861
Total, 1932.....	5,839	8,380,806	14,353,207
Total, 1931.....	6,138	8,982,217	15,346,251



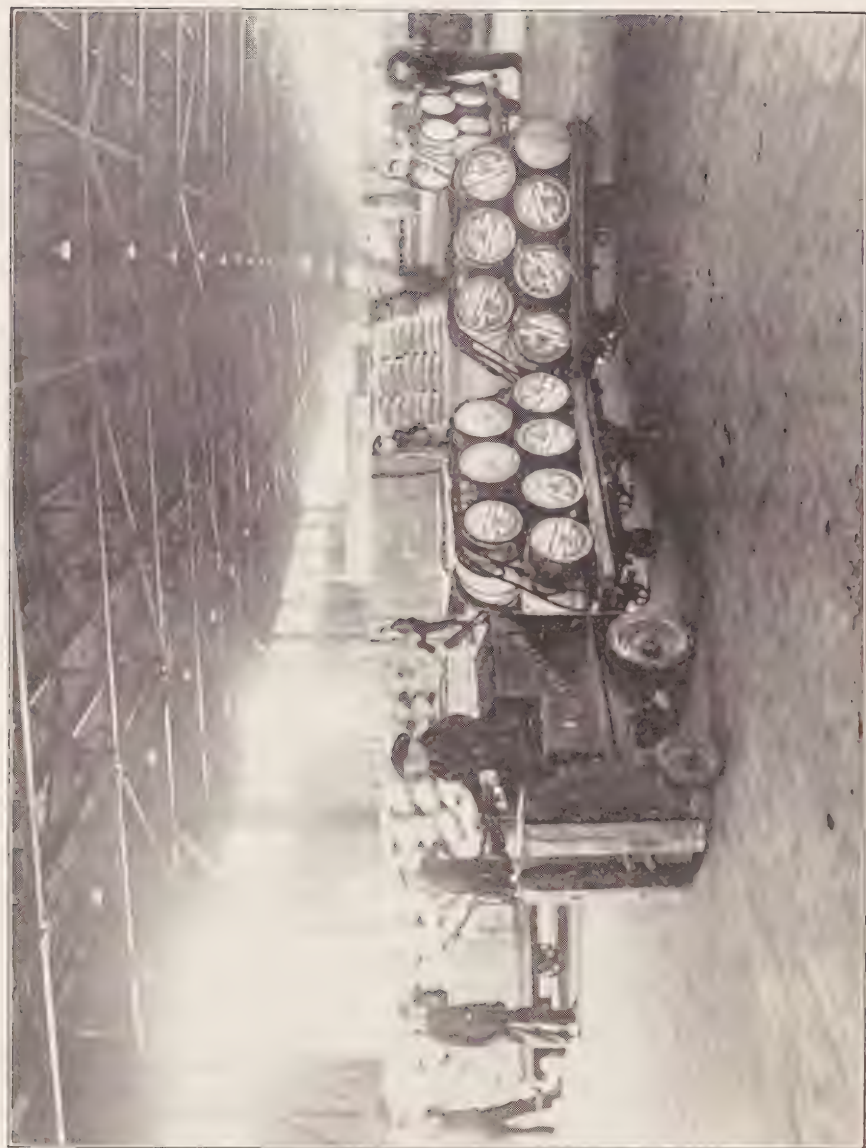
A cargo of over 5,000 tons of Newsprint being loaded at Pier 2.

TOTAL CARGO TONNAGE HANDLED AT PORT OF HALIFAX MONTHLY AND CUMULATIVE

MONTH	INWARD		
	1931 Tons	1932 Tons	1933 Tons
January.....	96,602	104,767	54,304
February.....	75,281	76,361	82,580
March.....	100,257	78,140	73,505
April.....	88,139	66,528	37,895
May.....	70,832	77,104	65,903
June.....	80,956	83,311	71,357
July.....	84,797	67,233	84,037
August.....	41,873	66,480	131,076
September.....	79,765	80,548	82,656
October.....	68,317	38,841	122,449
November.....	76,084	56,549	72,754
December.....	94,663	59,153	114,112
Totals.....	957,566	855,015	992,628

OUTWARD			
January.....	62,190	68,180	63,916
February.....	55,571	53,921	80,236
March.....	56,244	59,702	71,113
April.....	71,695	61,707	77,983
May.....	36,111	39,880	34,076
June.....	67,984	41,005	38,100
July.....	42,503	52,055	46,278
August.....	32,853	43,723	46,234
September.....	54,567	38,804	48,913
October.....	44,824	45,566	84,442
November.....	46,288	39,565	66,777
December.....	62,670	58,960	100,332
Totals.....	633,500	603,068	758,400

TOTAL INWARD AND OUTWARD			
January.....	158,792	172,947	118,220
February.....	130,852	130,282	162,816
March.....	156,501	137,842	144,618
April.....	159,834	128,235	115,878
May.....	106,943	116,984	99,979
June.....	148,940	124,316	109,457
July.....	127,300	119,288	130,315
August.....	74,726	110,203	177,310
September.....	134,332	119,352	131,569
October.....	113,141	84,407	206,891
November.....	122,372	96,114	139,531
December.....	157,333	118,113	214,444
Totals.....	1,591,066	1,458,083	1,751,028



Towmotor and Trailers hauling Apples in Shed 20.

PORT OF HALIFAX SHIPMENTS BY COMMODITIES

COMMODITIES	Inward 1933 (Tons)	Outward 1933 (Tons)	Total 1933 (Tons)
AGRICULTURAL PRODUCTS			
1. Wheat.....	39,330.8	59,577.2	98,908.0
2. Corn.....	12,228.6	223.3	12,451.9
3. Oats.....	2,634.1	2,505.0	5,139.1
4. Barley.....	.....	5.6	5.6
5. Rye.....	.....	.....	.....
6. Flaxseed.....	11.0	.....	11.0
7. Other Grain.....	5,631.1	27.6	5,658.7
8. Flour.....	12,594.6	55,694.8	68,289.4
9. Other Mill Products.....	5,119.5	10,986.8	16,106.3
10. Hay and Straw.....	0.1	1,073.9	1,074.0
11. Cotton.....	.....	.....	.....
12. Apples (fresh).....	766.5	123,091.6	123,858.1
13. Other Fruit (fresh).....	19,948.1	801.1	20,749.2
14. Potatoes.....	10.5	15,544.2	15,554.7
15. Other Fresh Vegetables.....	1,291.8	4,718.6	6,010.4
16. Other Agricultural Products.....	33,541.3	7,048.3	40,589.6
Total.....	133,108.0	281,298.0	414,406.0

ANIMAL PRODUCTS			
17. Horses.....	0.8	5.7	6.5
18. Cattle and Calves.....	.....	606.6	606.6
19. Sheep.....	.....	18.9	18.9
20. Hogs.....	.....	9.8	9.8
21. Dressed Meats (fresh).....	29.9	1,261.9	1,291.8
22. Dressed Meats (cured-canned).....	541.3	6,607.0	7,148.3
23. Other Packing House Products.....	239.3	6,697.0	6,936.3
24. Poultry.....	2.2	333.8	336.0
25. Eggs.....	.....	208.9	208.9
26. Butter.....	278.8	355.4	634.2
27. Cheese.....	37.9	665.5	703.4
28. Wool.....	2,829.2	441.4	3,270.6
29. Hides and Leather.....	182.1	1,141.2	1,323.3
30. Other Animal Products.....	280.9	160.6	441.5
Total.....	4,422.4	18,513.7	22,936.1

PORT OF HALIFAX **SHIPMENTS BY COMMODITIES**

COMMODITIES		Inward 1933 (Tons)	Outward 1933 (Tons)	Total 1933 (Tons)
MINE PRODUCTS				
31.	Anthracite Coal.....	56,851.3	176.5	57,027.8
32.	Bituminous Coal.....	78,214.9	1,812.8	80,027.7
33.	Lignite Coal.....	.....	.....	.....
34.	Coke.....	5,727.9	107.2	5,835.1
35.	Iron Ores.....	1.4	.....	1.4
36.	Copper Ore and Concentrates.....	.....	.....	.....
37.	Other Ores and Concentrates.....	12.1	1,401.4	1,413.5
38.	Base Bullion, Matte, Pig and Ingot....	2.4	13,677.5	13,679.9
39.	Sand and Gravel.....	8,408.3	2.9	8,411.2
40.	Stone (crushed, ground, broken).....	.....	.....	.....
41.	Slate, dimension or block stone.....	140.2	1.1	141.3
42.	Crude Petroleum.....	466,053.0	.....	466,053.0
43.	Asphalt (natural).....	24.6	28.1	52.7
44.	Salt.....	8,818.1	354.5	9,172.6
45.	Other Mine Products.....	1,206.4	264.3	1,470.7
Total.....		625,460.6	17,826.3	643,286.9
FOREST PRODUCTS				
46.	Logs, posts, poles, piling.....	.....	75.7	75.7
47.	Cordwood and other Firewood.....	.....	.....	.....
48.	Ties.....	.....	54.9	54.9
49.	Pulpwood.....	.....	42.2	42.2
50.	Lumber, timber, box, crate and cooper- age material.....	672.0	50,277.4	50,949.4
51.	Other Forest Products.....	506.1	2,013.3	2,519.4
Total.....		1,178.1	52,463.5	53,641.6
MANUFACTURES AND MIS- CELLANEOUS				
52.	Gasoline.....	28,868.0	200,213.9	229,081.9
53.	Petroleum oils, etc.....	24,451.1	45,131.9	69,583.0
54.	Sugar.....	41,698.1	13,395.0	55,093.1
55.	Iron, pig and bloom.....	45.8	27.6	73.4
56.	Rails and Fastenings.....	.....	0.4	0.4
57.	Iron and Steel (bar, sheet, structural, pipe.....	2,677.8	1,340.1	4,017.9
58.	Castings, machinery and boilers.....	912.9	287.2	1,200.1
59.	Cement.....	18,667.5	347.8	19,015.3
60.	Brick and Artificial Stone.....	674.7	123.8	798.5
61.	Lime and Plaster.....	5.7	239.7	245.4

PORT OF HALIFAX **SHIPMENTS BY COMMODITIES**

COMMODITIES	Inward 1933 (Tons)	Outward 1933 (Tons)	Total 1933 (Tons)
MANUFACTURES AND MIS- CELLANEOUS (Continued)			
62. Agricultural Implements and vehicles other than autos.....	19.3	227.7	247.0
63. Sewer Pipe and Drain Tile.....	20.7	10.9	31.6
64. Automobiles, auto trucks and auto parts.....	1,215.5	4,193.6	5,409.1
65. Household Goods and Settlers' effects..	269.3	345.1	614.4
66. Furniture.....	210.4	1,093.8	1,304.2
67. Liquor Beverages.....	1,577.2	3,747.0	5,324.2
68. Fertilizers, all kinds.....	2,555.9	537.9	3,093.8
69. Newsprint Paper.....	17.5	20,858.7	20,876.2
70. Other Paper.....	699.9	559.5	1,259.4
71. Paper board, pulpboard and wall- board (paper).....	85.5	5,373.2	5,458.7
72. Wood pulp.....	2.5	579.2	581.7
73. Fish (fresh, frozen, cured).....	45,679.2	25,168.0	70,847.2
74. Canned Goods (all except meat).....	4,457.7	7,249.9	11,707.6
75. Other Manufactures and Miscellaneous	48,092.0	55,680.3	103,772.3
76. Merchandise.....	5,555.7	1,566.0	7,121.7
Total.....	228,459.9	388,298.2	616,758.1
Grand Total.....	992,629.0	758,399.7	1,751,028.7

COMMODITY GROUP	Total 1933 (Tons)
Agricultural.....	414,406.0
Animal.....	22,936.1
Mine.....	643,286.9
Forest.....	53,641.6
Manufactures and Miscellaneous.....	616,758.1
Grand Total.....	1,751,028.7

PORT OF HALIFAX

Statement Showing Number of Vessels with Cargo, and Total Cargo Tonnage, by Trade Routes

No.	TRADE ROUTE	Year	INWARD		OUTWARD		TOTAL	
			No. of Vessels	Cargo Tonnage	No. of Vessels	Cargo Tonnage	No. of Vessels	Cargo Tonnage
1.	Trans. N. Atlantic	1931	171	115,718	214	144,748	385	260,466
	"	1932	195	134,403	221	165,915	416	300,318
	"	1933	192	129,448	292	315,576	484	445,024
2.	Newfoundland and St. Pierre	1931	168	13,115	223	47,581	391	60,696
	"	1932	166	11,933	200	46,245	366	58,178
	"	1933	133	14,789	154	43,822	287	58,611
3.	West. Indies and Cuba	1931	143	61,148	180	112,262	323	173,410
	"	1932	139	68,192	172	85,022	311	153,214
	"	1933	111	49,094	147	85,514	258	134,608
4.	Can. Atlantic Coastwise	1931	1,546	105,794	1,130	108,163	2,676	213,957
	"	1932	1,272	126,316	1,018	91,928	2,290	218,244
	"	1933	1,101	99,497	898	115,651	1,999	215,148
5.	St. Lawrence River and Great Lakes	1931	67	66,910	49	125,615	116	192,525
	"	1932	67	60,269	51	130,773	118	191,042
	"	1933	80	85,677	60	93,970	140	179,647
6.	U. S. Atlantic Coastwise	1931	118	24,188	156	58,126	274	82,314
	"	1932	82	10,189	123	20,113	205	30,302
	"	1933	81	43,137	91	35,950	172	79,087
7.	South America	1931	44	497,824	3	3,002	47	500,826
	"	1932	22	357,850	3	3,237	25	361,087
	"	1933	28	477,826	1	1,207	29	479,033

8. Africa.....	1931	3	16,454	1	601	4	17,055
“	1932	4	18,612	3	840	7	19,452
“	1933	2	6,257	.....	.....	2	6,257
9. Asiatic.....	1931	20	32,811	.....	.....	20	32,811
“	1932	20	31,165	.....	.....	20	31,165
“	1933	47	48,483	4	125	51	48,608
10. Mediterranean.....	1931	2	2,833	.....	.....	2	2,833
“	1932	3	3,322	.....	.....	3	3,322
“	1933	1	2,800	.....	.....	1	2,800
11. S. Pacific Ocean.....	1931	8	3,359	5	17,375	13	20,734
“	1932	13	12,946	7	20,142	20	33,088
“	1933	11	12,405	9	26,960	20	39,365
12. Can. West Coast.....	1931	5	4,176	1	41	6	4,217
“	1932	2	1,097	1	36	3	1,133
“	1933	1	750	.....	.....	1	750
13. U. S. West Coast.....	1931	.....	.....	.....	.....	.....	.....
“	1932	.....	.....	.....	.....	.....	.....
“	1933	.....	.....	.....	.....	.....	.....
14. All Others.....	1931	483	13,305	51	15,987	534	29,292
“	1932	627	18,721	79	38,817	706	57,538
“	1933	718	22,465	59	39,625	777	62,090
Totals.....	1931	2,778	957,566	2,013	633,500	4,791	1,591,066
“	1932	2,612	855,015	1,878	603,068	4,490	1,458,083
“	1933	2,506	992,628	1,715	758,400	4,221	1,751,028

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Canada - Halifax Harbour Commission

Government
Publication

THE PORT of HALIFAX CANADA



Annual Report
1934

ANNUAL REPORT

OF THE

HALIFAX

HARBOUR

COMMISSIONERS

FOR

1934

COMMISSIONERS

J. L. HETHERINGTON	-	-	-	-	-	-	President.
F. P. MERCHANT	-	-	-	-	-	-	Commissioner.
O. P. GOUCHER	-	-	-	-	-	-	Commissioner.

OFFICERS

F. C. CORNELL, F.S.S.	-	-	-	-	-	Traffic Manager.
C. S. BENNETT, A.M.E.I.C.	-	-	-	-	-	Acting Chief Engineer.
F. W. DONKIN	-	-	-	-	-	Chief Accountant.
CAPTAIN A. E. TAYLOR	-	-	-	-	-	Harbour Master.
W. B. PROCTOR	-	-	-	-	-	General Manager, Cold Storage.
V. D. DURING	-	-	-	-	-	Elevator Superintendent.
ALAN S. MARTIN, A.C.I.S.	-	-	-	-	-	Secretary.

Halifax, N. S.,
Canada.
22nd April, 1935.

THE HON. ALFRED DURANLEAU, K.C.,M.P.,
Minister of Marine,
Ottawa.

Sir:

We have the honour to submit our report on operations for the year ended 31st December, 1934.

We have the honour to be Sir,

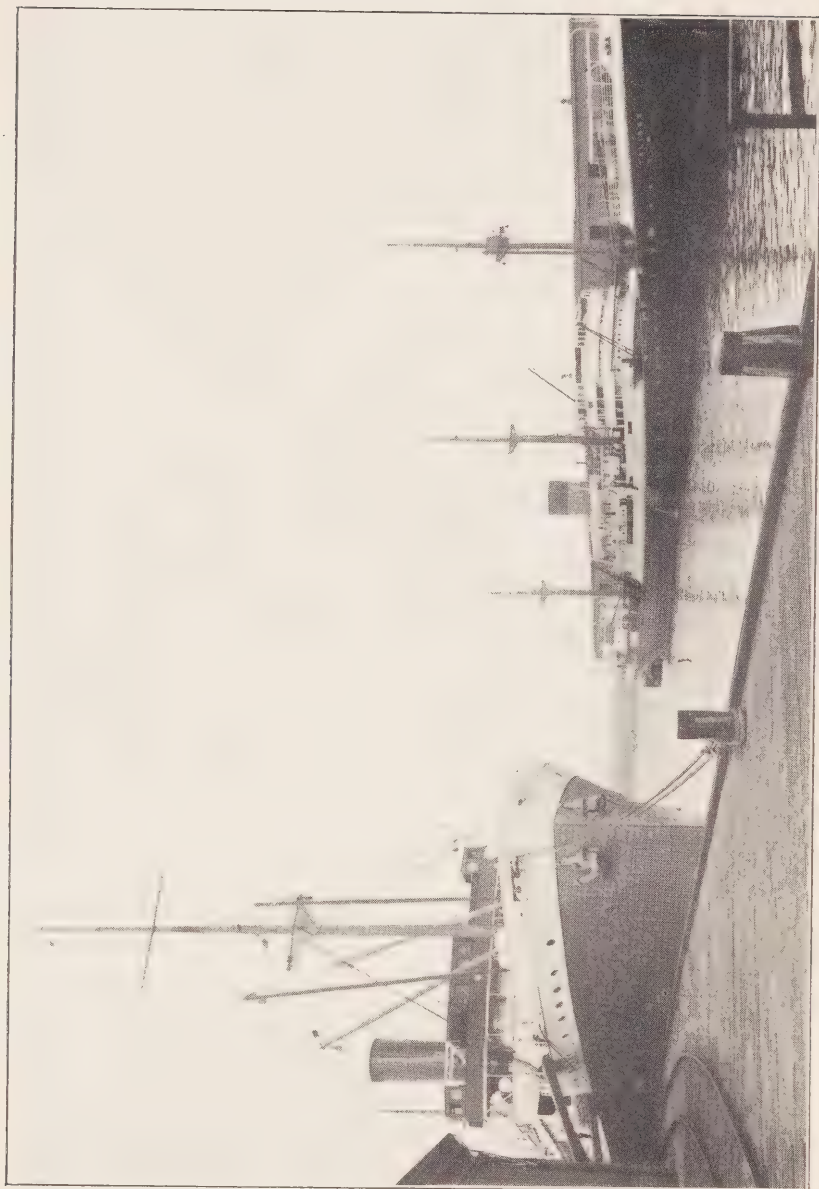
Your obedient servants,

J. L. HETHERINGTON, President.

F. P. MERCHANT,

O. P. GOUCHER,

Halifax Harbour Commissioners.



IMPORTS AND EXPORTS.

The S. S. "Fort St. George" at Pier 3 loading Maritime produce for the U. S. A., and the M. V. "Talisce" at Pier 2 unloading Palm Oil from the Far East.

ANNUAL REPORT

1934

The Commissioners are pleased to report satisfactory progress during 1934. Considerable additions and improvements were made to the facilities of the port, the most noteworthy being the Transit Sheds on Pier "B", there was an improvement in the financial results, and the Cargo Tonnage of the Port, for the first time since complete records have been kept, exceeded 2,000,000.

FINANCIAL RESULTS

In comparing the financial results with those of 1933, it should be remembered that the operations of the Cold Storage Terminal for a complete year show, for the first time, in the accounts of the Commissioners for 1934, the Terminal having been acquired late in 1933. Before taking the results of the Terminal into account, the financial position of the Commissioners showed a slight improvement, their Revenues amounting to \$369,104.01 compared with \$320,607.42 in 1933, an increase of \$48,496.59, whilst their Expenditures were \$356,262.22 in 1934 compared with \$312,737.02 in 1933, an increase of \$43,525.20. The operating figures of the Terminal were, moreover, very satisfactory, revenues amounting to \$102,129.79 and Expenditures to \$85,128.35.

It was, however, necessary to provide for interest payments of \$51,000 on the \$1,700,000 Debentures issued by the Commissioners as the purchase price of the undertaking and after paying this interest and making provision of \$2,500 for uncollectable accounts, the Expenditures of the Commissioners amounted to \$494,890.57 and their Revenues to \$471,233.80, the net deficit for the year being, therefore, \$23,656.77.

Towards the end of the year, the Commissioners altered their method of rendering bills for Top Wharfage, adopting the system in use at other Canadian ports and known as the Top Wharfage Ticket System.

Balance Sheet as at December 31st, 1934

ASSETS

Capital Expenditures

Harbour Development in General	\$ 206,504.50	
Real Estate Purchases	2,989.27	
Piers, Wharves and Basins	5,705,217.25	
Plant and Facilities	184,605.12	
Grain Elevator System	1,090,644.29	
Permanent Sheds and Facilities, including Cold Storage Warehouse	4,730,546.87	
	<u>\$11,920,507.30</u>	
Operating Equipment	49,346.13	
		\$11,969,853.43
Interest chargeable to Capital Expenditure—		
On Debentures held by Department of Finance two years (1933 and 1934) per contra	872,036.70	
On other Debentures \$964,338.37, 3%, 1937, accrued from Nov. 1st, 1934 to Dec. 31st, 1934	4,821.69	
		<u>876,858.39</u>

Current Balances

Cash on hand and in Bank	\$ 2,794.23	
Accounts Receivable and Accrued Charges, net	93,651.22	
Stores and Materials	23,491.82	
Unexpired Insurance Premiums, etc.	951.08	
Expenditure under Public Works Construction Act 1934, recoverable from Dominion Government	3,298.05	
		124,186.40
Operating Deficit Account, per Statement		<u>297,148.31</u>

Contract Deposits, per contra

Bonds, Dominion of Canada, par value	\$ 25,000.00	
Bonds, Canadian National Railway, par value	15,000.00	
Guarantee Fund, the Royal Trust Company	28,981.99	
Royal Bank of Canada Savings Account	1,633.43	
		70,615.42
		<u>\$13,338,661.95</u>

LIABILITIES

Debenture Indebtedness

To Department of Finance, Ottawa		
Series A, 5%, due 1954	\$ 500,000.00	
Series B, 5%, due 1955	5,000,000.00	
Series C, 5%, due 1956	3,308,516.72	
		\$ 8,808,516.72

To Other Holders (Public)

3% due November 1st, 1938	1,700,000.00	
3% due November 1st, 1937 (delivered Jan. 16th, 1935.)	964,338.37	
		2,664,338.37

Debenture Interest

Department of Finance for two years (1933 and 1934) ..	\$ 872,036.70	
Other Holders accrued from November 1st, 1934	13,321.69	
		885,358.39

Royal Bank of Canada, Advances	857,576.24	
Royal Bank of Canada, Government Advance Account	16,665.56	
		874,241.80

Accounts Payable, Contractors, etc.	31,671.11	
Wages due and unpaid	3,920.14	
		35,591.25

Deposits on Contracts, per contra		\$13,268,046.53
		70,615.42
		<u>\$13,338,661.95</u>

NOTE. The Corporation has contracted for expenditures on new construction work (not yet completed) and the above Statement only contains liability for work which has been approved and passed for payment by the Chief Engineer.

J. L. HETHERINGTON, President.

F. W. DONKIN, Chief Accountant.

Above Balance Sheet has been examined and verified as per our Report of this date attached hereto.

Halifax, N. S., 16 March, 1935.

CROWELL, BALCOM & Co.,
Chartered Accountants.

Statement of Revenue and Expenditure for the year ending December 31st, 1934

REVENUE

Grain Elevator.....	\$ 56,704.69	
Wharfage.....	159,844.56	
Storage.....	25,907.91	
Dockage.....	58,233.05	
Water.....	7,420.21	
Rentals.....	17,957.67	
Harbour Master's Fees.....	3,333.00	
Cargo Trucks.....	2,922.60	
Cold Storage.....	102,129.79	
Miscellaneous.....	36,780.32	
	<hr/>	\$471,233.80

EXPENDITURE

Deepwater and Ocean Terminals

Maintenance and Operating Charges.....	\$199,838.86
--	--------------

Grain Elevator and Galleries

Maintenance and Operating Charges.....	65,334.16
--	-----------

Cold Storage Warehouse

Maintenance and Operating Charges.....	85,128.35
Debenture Interest.....	51,000.00

Administration

Salaries and Expenses.....	\$74,961.44	
Interest on Bank Advances.....	20,271.85	
Provided for Uncollectable Accounts.....	2,500.00	
	<hr/>	
	97,733.29	
Less portion charged to Capital		
Accounts.....	4,144.09	
	<hr/>	93,589.20
		<hr/>

494,890.57

Operating Loss for the Period

(before charging any Debenture Interest except upon \$1,700,000.00 3% Nov. 1st, 1938).....	<u>\$ 23,656.77</u>
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DEFICIT ACCOUNT

Deficit brought forward, December 31st, 1933.....	\$273,491.51
Add Operating Loss for 1934, per above Statement.....	23,656.77
	<hr/>
Deficit carried forward, December 31st, 1934.....	<u>\$297,148.31</u>



PIER "B", OCEAN TERMINALS.

The Prime Minister speaking in Shed 36 just before declaring the Pier open to the commerce of the world.

The Commissioners retained Mr. E. H. James as Consulting Engineer in connection with the construction of the Transit Sheds on Pier "B".

OPENING OF PIER "B"

An important milestone in the development of the Port was reached when Pier "B" was opened. This project, a unit in the original "Ocean Terminals" programme, was the first major development proposed and completed under Harbour Commission administration. The progress of construction has been outlined in previous reports of the Commissioners and with the construction of the Sheds last year, as described on page 15 of this report, the pier was entirely complete and ready for business in November.

The official opening of the pier was set for 10th December and was performed by the Prime Minister, The Rt. Hon. R. B. Bennett, who was accompanied by the Minister of Finance, Hon. E. N. Rhodes, and by the Minister of Marine, Hon. Alfred Duranleau. Prior to the opening ceremony, these members of the Cabinet made a thorough inspection of the facilities of the port and were enabled to see what great strides had been taken during the last few years.

Many distinguished visitors were present in Shed 36 when Mr. Hetherington, President of the Commissioners, in a few words introduced the Prime Minister, who thereupon, after paying a tribute to all those who had, in any way, contributed to the construction of the pier, declared the pier open and unveiled a bronze tablet placed in the entrance to the shed and commemorating the occasion.

Luncheon was then served at the Nova Scotian Hotel, at which the three members of the Government addressed the guests. His Worship the Mayor was afforded, and took, the opportunity to read and present to the Prime Minister and to the President of the Harbour Commissioners a Resolution passed by the City Council expressing, on behalf of the citizens of Halifax, appreciation of the service rendered to the City by the Government of Canada and by the Harbour Commissioners.



Paper "B", OCEAN TERMINALS.
Cargo assembled in Shed 36 ready for shipment.

It is worth while recording that in the introductory remarks of the President, as well as in the speech of the Prime Minister, strong emphasis was laid on the national character of the port and on the fact that it is, by the same token, only insofar as the port is administered in the interests of the entire Dominion that it can claim the support of the Government of Canada and of Industry throughout the Dominion.

PUBLIC WORKS CONSTRUCTION ACT, 1934

During the 1934 Session, Parliament passed the Public Works Construction Act, which provided for the construction, inter alia, of a number of works of development of the harbour facilities proposed by the Commissioners.

Preliminary arrangements for carrying out the works were made during the year, but the actual work of construction will not be carried out until 1935.

TRAFFIC

The Commissioners continue to report very satisfactory increases in cargo handled over their own piers and through the entire port, all-time records being established in both categories. They are continuing the practice begun in their report of last year, of giving only the statistics of the entire port in detail. The traffic at the Commissioners' piers is given only in summary form. This year it is possible to present, for the first time, a detailed comparison of the traffic of the entire port, with the traffic of the previous year. Complete statements will be found on pages 23 to 31 of this report.

Traffic at the Commissioners' Piers

	1934	1933	1932	1931
Number of Vessels.....	3,321	2,703	2,612	2,384
Net Tonnage.....	7,919,615	7,087,320	7,093,347	7,084,621
Cargo Tonnage.....	1,102,383	853,053	678,827	701,998
Bags of Mail.....	119,825	108,282	113,403	86,455
Number of Passengers.....	25,978	32,428	58,238	55,598

Port Cargo Tonnage

The following is a statement of the Cargo Tonnage of the Port for the past four years:—

	Inward	Outward	Total
1934.....	1,089,934	1,006,271	2,096,205
1933.....	992,628	758,400	1,751,028
1932.....	855,015	603,068	1,458,083
1931.....	957,566	633,500	1,591,066

It will be seen that the increase over the year 1933 was 345,177 tons or 19.7%. The increase over the year 1932 was 638,122 tons or 43.7%.

Full details of the Shipping and Cargo Tonnage of the Port will be found in the following statements:—

Shipping Report.....	page 23
Cargo Tonnage by Months.....	“ 25
“ “ by Commodities.....	“ 27
“ “ by Trade Routes.....	“ 30

It will be seen that the total increase in the traffic of the Port was not confined to a few items, but was made up of many smaller increases in a large number of different commodities, there being also some decreases, and it is interesting to note that the total increase was well spread over the various Trade Routes, all but two showing increases over 1933. The number and diversity of increases hold considerable promise for the future.

Grain

The following statement shows receipts and shipments of grain with comparisons with the previous three years:—

	Received (Bus.)	Shipped (Bus.)	Total (Bus.)
1934.....	3,407,715	2,517,046	5,924,761
1933.....	2,817,367	2,741,797	5,559,164
1932.....	2,562,080	1,695,420	4,257,500
1931.....	1,224,192	1,126,787	2,350,979

The following is an analysis of the receipts of grain at the Elevator. There are no separate records of water-borne grain before the year 1932.

	Rail (Bus.)	Water (Bus.)	Total (Bus.)
1934.....	2,057,683	1,350,032	3,407,715
1933.....	827,219	1,990,148	2,817,367
1932.....	1,809,163	752,917	2,562,080

The deliveries from the Elevator were as follows:—

	Rail (Bus.)	Water (Bus.)	Local (Bus.)	Total (Bus.)
1934	396,486	1,784,624	335,936	2,517,046
1933	502,933	1,961,356	277,508	2,741,797
1932	491,710	949,908	253,802	1,695,420

COLD STORAGE TERMINAL

The acquisition by the Commissioners of the Cold Storage Terminal, referred to in the last Annual Report, was completed early in 1934. The Commissioners immediately addressed themselves to the co-ordination of the activities of the Terminal with all of their operations and to the task of widening the range of those activities and took all possible steps to reduce operating expenses. They are glad to report that a larger business was done at the Terminal in 1934 than in any previous year. The following is a summary of the tonnage which passed through it:—

	1934 (Tons)	1933 (Tons)
Inward	10,918	7,036
Outward	10,991	8,024
	<hr/>	<hr/>
	21,909	15,060
Ice Manufactured	1,798	6,836
Fish Frozen	3,110	2,312

ENGINEERING

The activities of the Engineering Department were more extensive than during 1933, owing to more construction work being done on Capital Account and to the increased amount of maintenance work which was required during the year.

Works in Progress at Beginning of 1934

Pier 2—Reconstruction of Upper Floor of Transit Shed.

This work was about 75% completed at the beginning of the year with a few items only outstanding. The building construction and installation of equipment were completed by 28th February. The final testing of the "Automatic" Sprinkler System was made on 4th May. The painting of the Corrugated Sheet Steel Siding



PIER "B", OCEAN TERMINALS.
The S. S. "Canadian Britisher", the first ship to load cargo through the Sheds on Pier "B".

was completed on 25th June and various other small items of painting were completed by 20th July.

A description of the work was contained in the last Annual Report.

Further Improvements in Port Facilities during the Year

(a) Construction of Pier "B" Transit Sheds.

Early in the year the negotiations referred to in the last Annual Report were completed and on 16th February a contract was signed jointly with Robb Engineering Works Ltd. and J. W. Cumming Manufacturing Co. Ltd. for the construction of the Sheds.

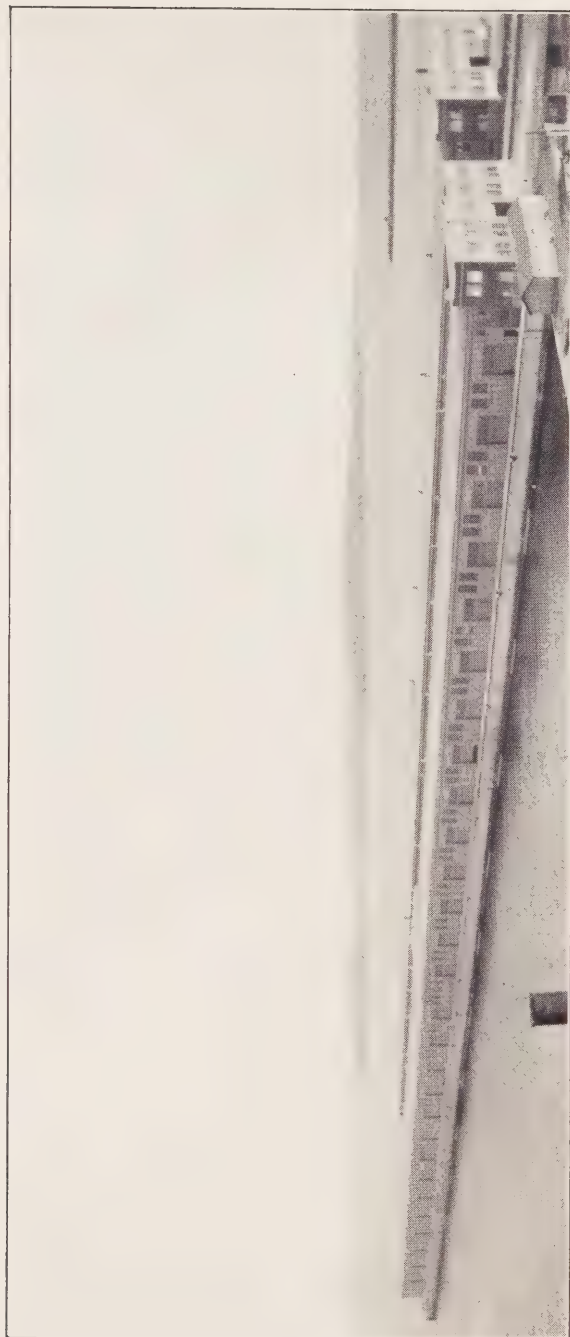
Actual work on the site was begun on 1st April. Construction work was completed and the Sheds taken over by the Commissioners on 21st November.

The first cargo was put into the sheds on 29th November, for the S. S. "Canadian Britisher," which docked the next day and the Sheds were officially opened on 10th December, as described on page 9 of this report.

Description of the Sheds

The Transit Sheds on Pier "B" consist of two steel frame sheds running East and West, each 1,200 feet long and 94 feet 6 inches wide, connected at the East (or Harbour) end by a transverse shed 80 feet long and 73 feet wide. The timber roof is carried on single span steel trusses supported on steel columns on each side, giving a clear floor area. The lines of columns along the North and South sides of the pier are set back 19 feet 2 inches from the cope line and the columns along the East end of the Sheds are set back 25 feet from the cope line at the pier head.

The two main sheds are divided into two sections, each 600 feet in length, by brick fire walls. The opening, 12 feet high by 14 feet wide, in the centre of each fire wall, is equipped with a sliding fire door.



PIER 'B', OCEAN TERMINALS.

At the West end of each shed one bay of twenty feet is taken up by a two-storey Brick Office Building, finished with plastered walls and ceiling, wood trim and hardwood floors. The main entrance to each shed is by a passage-way twelve feet by fourteen feet through the centre of the office buildings.

The floors of the sheds are of Reinforced Concrete Slabs, six inches thick, laid directly on sand filling and are laid on a slight slope, starting at the level of the top of the quay wall and rising twenty-one inches across the width of each shed.

The quay side walls have vertical lift sectional steel doors, counter-balanced and hand chain operated, 16 feet high and 17 feet 9 inches high in alternate panels. The upper section of each door is fitted with steel sash and glazed with wire glass.

The inner walls are equipped with 99 single section vertical lift steel cargo doors, 9 feet high by 18 feet wide, counter-balanced and hand chain operated, and four large cargo doors similar to those in quay side walls.

Above and between the door openings, the walls are constructed of corrugated steel siding and steel sash.

Electric power for the shed is taken from the sub-station at the Cold Storage Terminal.

The Shed lighting consists of 184 Holophane lighting fixtures fitted with 200 watt lamps and 31 Watchmen's lights with 150 watt lamps, for interior lighting; 59 Holophane lighting fixtures fitted with 300 watt lamps for exterior lighting at the sides and east end, and two 500 watt Holophane fixtures at the West entrances.

Provision has been made along the sides of the sheds for portable extensions for lighting of freight cars and for outlets for power connections to supply power to any motor driven equipment.

The fresh water supply to the pier is delivered through a 10 inch main from the 12 inch main West of Shed 28. There are 26



WINTER YACHTING IN HALIFAX HARBOUR.

The finish of the race held on 17th March for a Cup presented by the Harbour Commissioners to the Royal Nova Scotia Yacht Squadron, to be sailed for annually each winter in Halifax Harbour.

standpipe connections, 13 ship service connections, and three standard fire hydrants.

A main trunk sewer runs along the centre line of the pier with necessary branches to catch basins, downspouts, etc.

There is a Longshoremen's Rest Room near the West end of the South shed. It is a single storey brick and concrete structure, 52 feet long by 26 feet wide.

A low pressure boiler was installed in a Boiler Room in the South shed adjacent to the Office building. This heats the offices, heated storage rooms and the Stevedores' Rest Room.

The sheds are protected by complete Automatic Sprinkler Equipment, including 3349 Sprinkler Heads, 185 Heat Actuated Devices and an Alarm System consisting of four water motor driven gongs and four electrically operated sirens. There is also a five point annunciator, electrically operated, in the Police Office at the West end of the pier, which registers the section of the system in which the alarm is sounding. Pressure of the city water supply is kept on the 10" cast iron Sprinkler main and, to provide an auxiliary supply, a 1,000 gallon motor-driven fire pump has been installed to deliver sea water into the sprinkler mains whenever the pressure falls below 40 pounds. This pump is situated in a concrete pump house at the south-west corner of the pier.

Asphalt Pavement, 4 inches thick, was laid from the Cold Storage Terminal to the West end of the pier. The approaches to the Shed entrances are laid in concrete.

A concrete roadway, 18 feet wide, was constructed down the centre of the pier for a distance of 700 feet, with concrete ramps leading into the outer section of the sheds just east of the fire walls.

On each side of this roadway there are two railway tracks the whole length of the main sheds and along each quay side there is a railway track laid in the concrete slab between the cope wall and the shed wall.

(b) New Grain Spouts at Elevator.

Two new grain spouts were constructed at the Grain Elevator during the year.

The first is a 10 inch circular steel spout from the Distribution Floor of No. 1 Working House to the bins of the new Meal Mill built to the West of and adjacent to the Grain Elevator. This was installed in January.

The second is a Car Loading Spout from the Distribution Floor of No. 1 Working House to the track alongside the Car Dumper Shed.

(c) Piers 3 and 4, Deepwater Terminals.

Considerable work was done on these piers and the transit sheds thereon during the year. Part of the work was done on capital account and the rest on maintenance account. Eighty feet of retaining timber crib were reconstructed at the shore end of Pier 3, the decks of both piers were partially re-built and considerable maintenance work was required on the roofs and doors of the sheds and on the pile sub-structure of the piers.

(d) Cold Storage Terminal.

When the Terminal was taken over by the Commissioners the buildings were in fair condition, with the exception of seven penthouses over the freight elevators and the fire escape stairs, the walls of the fish warehouse and the steel stack of the boiler house. The necessary repairs to the penthouses were made in 1934 and work on the balance will be carried out in 1935.

A contract was entered into late in the year for the installation of additional sharp freezers. Considerable progress was made on the work before the end of the year.

The efficiency of the plant was also improved by the purchase of seventeen hundred and sixty aluminium trays for the freezing of dressed fish, fillets, etc.

MAINTENANCE

Considerable maintenance work was done during the year throughout the properties administered by the Commissioners, in particular the following, viz.:—

Repairs to the Administration Building.

Repairs to the roofs of the Grain Galleries and renewals and maintenance of conveyor equipment.

Remopping of the roof of the Cattle Shed with asphalt.

Department of Immigration Quarters. Under the agreement providing for the maintenance of the Immigration Quarters and referred to in the last Annual Report, the Commissioners undertook considerable work during 1934. Repairs to the plaster on the walls and ceilings were effected and the Quarters were painted throughout. Improvements were also made in the plumbing, heating and lighting systems.

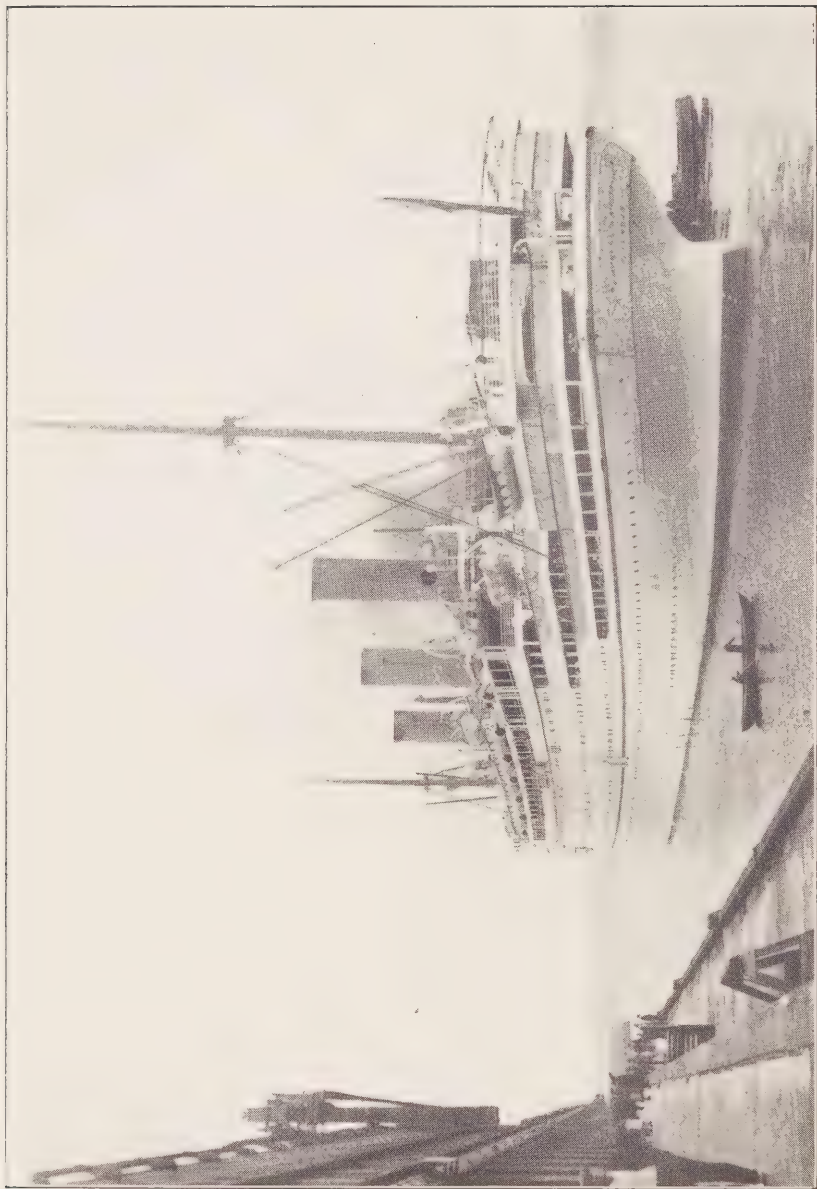
DILUTION OF LABOUR

In order to distribute employment amongst as large a number as possible, the Commissioners continued their policy of retaining men, where possible, on half time instead of retaining some on full time and laying off others entirely.

POLICE FORCE

The numbers in the Commissioners' Police Force were reduced by one and at the end of the year it consisted of Chief of Police, three Sergeants and eleven Constables. During the summer months it operated on part time employment. The force maintained a high standard and carried out efficiently its duties of patrolling the properties.

Life Saving equipment was kept in good condition and all First Aid Stations of the Commissioners were properly maintained and kept ready for use at all times. Two hundred and fifty-eight persons received First Aid treatment. Seven arrests were made during the year and were followed in each case by a conviction.



A WELL-KNOWN CRUISE SHIP VISITS HALIFAX.
The C. P. S. S. "Empress of Australia" docking at the Quay Wall.

CUMULATIVE SHIPPING REPORT PORT OF HALIFAX

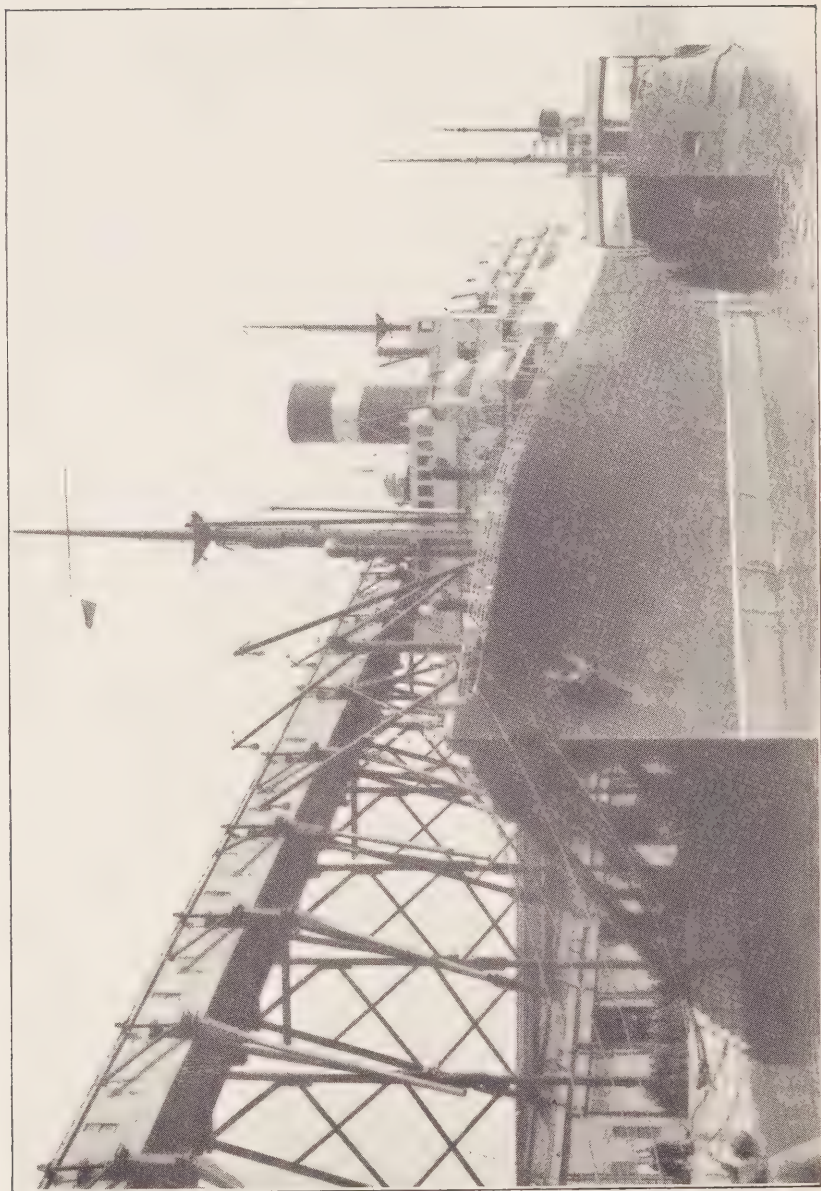
	No. of Vessels	Net Tonnage	Gross Tonnage
Trans Oceanic:			
Inward.....	963	3,818,000	6,468,678
Outward.....	951	3,781,294	6,407,268
Total, 1934.....	1,914	7,599,294	12,875,946
Total, 1933.....	1,939	7,460,517	12,506,693
Total, 1932.....	1,786	7,127,798	12,227,375
Total, 1931.....	1,809	7,559,911	12,914,443

Coastwise:

Inward.....	1,814	588,913	1,022,275
Outward.....	1,785	580,408	1,009,488
Total, 1934.....	3,599	1,169,321	2,031,763
Total, 1933.....	3,954	1,178,957	2,006,163
Total, 1932.....	4,052	1,253,008	2,125,832
Total, 1931.....	4,329	1,422,306	2,431,808

Grand Total:

Inward.....	2,777	4,406,913	7,490,953
Outward.....	2,736	4,361,702	7,416,756
Total, 1934.....	5,513	8,768,615	14,907,709
Total, 1933.....	5,893	8,639,474	14,512,856
Total, 1932.....	5,838	8,380,806	14,353,207
Total, 1931.....	6,138	8,982,217	15,346,251



AUXILIARY SERVICES AT HALIFAX.

The S. S. "Jedithia" taking Fuel Oil from the Oil Tanker "Sarnolite" whilst lying at Berth 23.

TOTAL CARGO TONNAGE HANDLED AT PORT OF HALIFAX MONTHLY AND CUMULATIVE

MONTH	INWARD			
	1934 Tons	1933 Tons	1932 Tons	1931 Tons
January	63,265	54,304	104,767	96,602
February	101,683	82,580	76,361	75,281
March	144,893	73,505	78,140	100,257
April	61,544	37,895	66,528	88,139
May	68,176	65,903	77,104	70,832
June	68,089	71,357	83,311	80,956
July	84,108	84,037	67,233	84,797
August	68,048	131,076	66,480	41,873
September	122,381	82,656	80,548	79,765
October	103,984	122,449	38,841	68,317
November	82,027	72,754	56,549	76,084
December	121,736	114,112	59,153	94,663
Totals	1,089,934	992,628	855,015	957,566

OUTWARD				
January	109,706	63,916	68,180	62,190
February	110,697	80,236	53,921	55,571
March	150,262	71,113	59,702	56,244
April	111,290	77,983	61,707	71,695
May	65,321	34,076	39,880	36,111
June	74,142	38,100	41,005	67,984
July	44,284	46,278	52,055	42,503
August	71,491	46,234	43,723	32,853
September	59,684	48,913	38,804	54,567
October	61,752	84,442	45,566	44,824
November	49,057	66,777	39,565	46,288
December	98,585	100,332	58,960	62,670
Totals	1,006,271	758,400	603,068	633,500

TOTAL INWARD AND OUTWARD				
January	172,971	118,220	172,947	158,792
February	212,380	162,816	130,282	130,852
March	295,155	144,618	137,842	156,501
April	172,834	115,878	128,235	159,834
May	133,497	99,979	116,984	106,943
June	142,231	109,457	124,316	148,940
July	128,392	130,315	119,288	127,300
August	139,539	177,310	110,203	74,726
September	182,065	131,569	119,352	134,332
October	165,736	206,891	84,407	113,141
November	131,084	139,531	96,114	122,372
December	220,321	214,444	118,113	157,333
Totals	2,096,205	1,751,028	1,458,083	1,591,066



Pilot Boat No. 2 (The "Hebridean").

PORT OF HALIFAX SHIPMENTS BY COMMODITIES

COMMODITIES	Inward 1934 (Tons)	Outward 1934 (Tons)	Total 1934 (Tons)	Total 1933 (Tons)
AGRICULTURAL PRODUCTS				
1. Wheat.....	3,536.0	48,522.8	52,058.8	98,908.0
2. Corn.....	27,333.6	545.7	27,879.3	12,451.9
3. Oats.....	2,080.8	2,407.4	4,488.2	5,139.1
4. Barley.....	0.1	24.2	24.3	5.6
5. Rye.....		0.2	0.2	
6. Flaxseed.....		1.1	1.1	11.0
7. Other Grain.....	3,516.3	90.1	3,606.4	5,658.7
8. Flour.....	7,871.1	70,783.4	78,654.5	68,289.4
9. Other Mill Products.....	5,188.2	14,626.4	19,814.6	16,106.3
10. Hay and Straw.....	39.8	1,605.2	1,645.0	1,074.0
11. Cotton.....				
12. Apples (fresh).....	1,291.3	106,366.7	107,658.0	123,858.1
13. Other Fruit (fresh).....	32,491.1	1,613.4	34,104.5	20,749.2
14. Potatoes.....	539.1	23,443.6	23,982.7	15,554.7
15. Other Fresh Vegetables.....	1,422.4	7,186.1	8,608.5	6,010.4
16. Other Agricultural Products.....	34,494.8	9,270.5	43,765.3	40,589.6
Total, 1934.....	119,804.6	286,486.8	406,291.4	
" 1933.....	133,108.0	281,298.0		414,406.0

ANIMAL PRODUCTS				
17. Horses.....	0.5	38.3	38.8	6.5
18. Cattle and Calves.....		1,269.9	1,269.9	606.6
19. Sheep.....		2.0	2.0	18.9
20. Hogs.....		13.6	13.6	9.8
21. Dressed Meats (fresh).....	26.2	1,833.4	1,859.6	1,291.8
22. Dressed Meats (cured - salted- canned).....	481.9	13,664.7	14,146.6	7,148.3
23. Other Packing House Products (edible).....	565.0	10,286.7	10,851.7	6,936.3
24. Poultry.....	24.7	357.6	382.3	336.0
25. Eggs.....	0.3	138.0	138.3	208.9
26. Butter.....	1,286.5	347.7	1,634.2	634.2
27. Cheese.....	257.1	553.3	810.4	703.4
28. Wool.....	4,601.3	171.0	4,772.3	3,270.6
29. Hides and Leather.....	1,465.0	1,422.3	2,887.3	1,323.3
30. Other Animal Products (Non- edible).....	220.5	404.2	624.7	441.5
Total, 1934.....	8,929.0	30,502.7	39,431.7	
" 1933.....	1,422.4	18,513.7		22,936.1

PORT OF HALIFAX SHIPMENTS BY COMMODITIES

COMMODITIES	Inward 1934 (Tons)	Outward 1934 (Tons)	Total 1934 (Tons)	Total 1933 (Tons)
MINE PRODUCTS				
31. Anthracite Coal.....	42,592.3	89.0	42,681.3	57,027.8
32. Bituminous Coal.....	125,863.8	8,241.7	134,105.5	80,027.7
33. Lignite Coal.....				
34. Coke.....	4,260.6		4,260.6	5,835.1
35. Iron Ores.....	4.5		4.5	1.4
36. Copper Ore and Concentrates...	32.9	1,930.6	1,963.5	
37. Other Ores and Concentrates...	17.3	4,536.3	4,553.6	1,413.5
38. Base Bullion, Matte, Pig and Ingot (non-ferrous metals)...	2,270.7	25,917.9	28,188.6	13,679.9
39. Sand and Gravel.....	11,715.0	1.0	11,716.0	8,411.2
40. Stone (crushed, ground, broken).....	5.4	5.6	11.0	
41. Slate, Dimension or Block Stone	336.8	19.3	356.1	141.3
42. Crude Petroleum.....	388,412.0	75.0	388,487.0	466,053.0
43. Asphalt (Natural, By-product Petroleum).....		73.5	73.5	52.7
44. Salt.....	14,736.1	464.7	15,200.8	9,172.6
45. Other Mine Products.....	864.6	1,022.8	1,887.4	1,470.7
Total, 1934.....	591,112.0	42,377.4	633,489.4	
" 1933.....	625,460.6	17,826.3		643,286.9
FOREST PRODUCTS				
46. Logs, Posts, Poles, Piling.....	52.5	482.8	535.3	75.7
47. Cordwood and other Firewood.				
48. Ties.....				54.9
49. Pulpwood.....		22.6	22.6	42.2
50. Lumber, Timber, Box, Crate and Cooperage Material.....	3,258.6	119,634.3	122,892.9	50,949.4
51. Other Forest Products.....	3,000.5	4,409.0	7,409.5	2,519.4
Total, 1934.....	6,311.6	124,548.7	130,860.3	
" 1933.....	1,178.1	52,463.5		53,641.6
MANUFACTURES AND MISCELLANEOUS				
52. Gasolene.....	12,294.2	176,083.6	188,377.8	229,081.9
53. Petroleum Oils and Other Pe- troleum Pds. (except asphalt and gasolene).....	146,087.5	132,867.4	278,954.9	69,583.0
54. Sugar.....	44,025.5	17,413.8	61,439.3	55,093.1
55. Iron, Pig and Bloom.....		208.6	208.6	73.4
56. Rails and Fastenings.....	3.3	6,052.8	6,056.1	0.4
57. Iron and Steel (Bar, Sheet, Structural, Pipe).....	3,503.6	2,004.1	5,507.7	4,017.9
58. Castings, Machinery and Boilers.....	1,665.3	413.3	2,078.6	1,200.1

PORT OF HALIFAX SHIPMENTS BY COMMODITIES

	Inward 1934 (Tons)	Outward 1934 (Tons)	Total 1934 (Tons)	Total 1933 (Tons)
MANUFACTURES AND MISCELLANEOUS (Continued)				
59. Cement.....	33,004.7	659.6	33,664.3	19,015.3
60. Brick and Artificial Stone.....	1,010.6	211.9	1,222.5	798.5
61. Lime and Plaster.....	392.0	353.8	745.8	245.4
62. Agricultural Implements and Vehicles other than Autos.....	27.3	847.0	874.3	247.0
63. Sewer Pipe and Drain Tile.....	.....	.....	.....	31.6
64. Automobiles, Auto Trucks and Auto Parts.....	770.8	12,139.0	12,909.8	5,409.1
65. Household Goods and Settlers' Effects.....	206.2	674.4	880.6	614.4
66. Furniture.....	243.5	702.7	946.2	1,304.2
67. Liquor Beverages.....	2,690.4	663.3	3,353.7	5,324.2
68. Fertilizers, all kinds.....	2,539.7	2,283.0	4,822.7	3,093.8
69. Newsprint Paper.....	3,732.7	40,908.0	44,640.7	20,876.2
70. Other Paper.....	700.5	1,776.2	2,476.7	1,259.4
71. Paper Board, Pulpboard and Wallboard (paper).....	81.5	8,280.9	8,362.4	5,458.7
72. Wood Pulp.....	.....	2,190.8	2,190.8	581.7
73. Fish (fresh, frozen, cured, etc.)	42,153.6	27,245.3	69,398.9	70,847.2
74. Canned Goods (all Canned Food Pds. except meats)....	6,355.5	7,782.7	14,138.2	11,707.6
75. Other Manufactures and Mis- cellaneous.....	55,328.3	78,206.0	133,534.3	103,772.3
76. Merchandise, (all L. C. L. Freight).....	6,960.4	2,386.5	9,346.9	7,121.7
Total, 1934.....	363,777.1	522,354.7	886,131.8	.....
" 1933.....	228,459.9	388,298.2	.....	616,758.1
Grand Total, 1934.....	1,089,934.3	1,006,270.3	2,096,204.6	.....
" " 1933.....	992,629.0	758,399.7	.....	1,751,028.7

COMMODITY GROUP	Total 1934 (Tons)	Total 1933 (Tons)
Agricultural.....	406,291.4	414,406.0
Animal.....	39,431.7	22,936.1
Mine.....	633,489.4	643,286.9
Forest.....	130,860.3	53,641.6
Manufactures and Miscellaneous.....	886,131.8	616,758.1
Grand Total.....	2,096,204.6	1,751,028.7

PORT OF HALIFAX
Statement Showing Number of Vessels with Cargo, and Total Cargo Tonnage
by Trade Routes.

No.	TRADE ROUTE	Year	INWARD		OUTWARD		TOTAL	
			No. of Vessels	Cargo Tonnage	No. of Vessels	Cargo Tonnage	No. of Vessels	Cargo Tonnage
1.	Trans. N. Atlantic.	1934	226	149,637	321	411,214	547	560,851
	"	1933	192	129,448	292	315,576	484	445,024
	"	1932	195	134,403	221	165,915	416	300,318
	"	1931	171	115,718	214	144,748	385	260,66
2.	Newfoundland and St. Pierre.	1934	146	18,127	159	40,856	305	58,983
	"	1933	133	14,789	154	43,822	287	58,611
	"	1932	166	11,933	200	46,245	366	58,178
	"	1931	168	13,115	223	47,581	391	60,696
3.	British West Indies and Cuba.	1934	112	75,067	167	105,857	279	180,924
	"	1933	111	49,094	147	85,514	258	134,608
	"	1932	139	68,192	172	85,022	311	153,214
	"	1931	143	61,148	180	112,262	323	173,410
4.	Can. Atlantic Coastwise.	1934	1,081	120,853	864	127,909	1,945	248,762
	"	1933	1,101	99,497	898	115,651	1,999	215,148
	"	1932	1,272	126,316	1,018	91,928	2,290	218,244
	"	1931	1,546	105,724	1,130	108,163	2,676	213,887
5.	St. Lawrence River and Great Lakes.	1934	68	60,545	63	152,891	131	213,436
	"	1933	80	85,677	60	93,970	140	179,647
	"	1932	67	60,269	51	130,773	118	191,042
	"	1931	67	66,910	49	125,615	116	192,525
6.	U. S. Atlantic Coastwise.	1934	95	10,080	125	28,271	220	38,351
	"	1933	81	43,137	91	35,950	172	79,087
	"	1932	82	10,189	123	20,113	205	30,302
	"	1931	118	24,188	156	58,126	274	82,314

7.	South America.....	1934	34	542,281	4	370	38	542,651
"	"	1933	28	477,826	1	1,207	29	479,033
"	"	1932	22	357,850	3	3,237	25	361,087
"	"	1931	44	497,824	3	3,002	47	500,826
8.	Africa.....	1934	9	22,955	.....	.....	9	22,955
"	"	1933	2	6,257	.....	.....	2	6,257
"	"	1932	4	18,612	3	840	7	19,452
"	"	1931	3	16,454	1	601	4	17,055
9.	Asiatic.....	1934	62	46,051	13	2,363	75	48,414
"	"	1933	47	48,483	4	125	51	48,608
"	"	1932	20	31,165	.....	.....	20	31,165
"	"	1931	20	32,811	.....	.....	20	32,811
10.	Mediterranean.....	1934	9	7,696	.....	.....	9	7,696
"	"	1933	1	2,800	.....	.....	1	2,800
"	"	1932	3	3,322	.....	.....	3	3,322
"	"	1931	2	2,833	.....	.....	2	2,833
11.	South Pacific.....	1934	15	7,528	13	46,763	28	54,291
"	"	1933	11	12,405	9	26,960	20	39,365
"	"	1932	13	12,946	7	20,142	20	33,088
"	"	1931	8	3,359	5	17,375	13	20,734
12.	Can. West Coast.....	1934	4	2,874	3	12,285	7	15,159
"	"	1933	1	750	.....	.....	1	750
"	"	1932	2	1,097	1	36	3	1,133
"	"	1931	5	4,176	1	41	6	4,217
13.	U. S. West Coast.....	1934	.....	.....	.....	.....	.....	.....
"	"	1933	.....	.....	.....	.....	.....	.....
"	"	1932	.....	.....	.....	.....	.....	.....
"	"	1931	.....	.....	.....	.....	.....	.....
14.	All Others.....	1934	588	26,240	107	77,492	695	103,732
"	"	1933	718	22,465	59	39,625	777	62,090
"	"	1932	627	18,721	79	38,817	706	57,538
"	"	1931	483	13,305	51	15,987	534	29,292
Totals.....		1934	2,449	1,089,934	1,839	1,006,271	4,288	2,096,205
"	"	1933	2,506	992,628	1,715	758,400	4,221	1,751,028
"	"	1932	2,612	855,015	1,878	603,068	4,490	1,458,083
"	"	1931	2,778	957,566	2,013	633,500	4,791	1,591,066

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Government
of Canada

The
Port of Halifax
CANADA



ANNUAL REPORT

of

**HALIFAX HARBOUR
COMMISSIONERS**

1935.

The
Port of Halifax

CANADA

ANNUAL REPORT

of

HALIFAX HARBOUR
COMMISSIONERS

1935.

Halifax, N. S.,
Canada.

8th. May, 193~~5~~⁶

THE HONOURABLE C. D. HOWE, B.Sc., M.P.,
Minister of Marine,
Ottawa.

Sir:

We have the honour to submit our report on operations for the year ended 31st December, 1935.

We have the honour to be, Sir,

Your obedient servants,

E. HAWKEN, President,

A. E. DUBUC,

B. J. ROBERTS,

Halifax Harbour Commissioners.

ANNUAL REPORT

1935

With a view to obtaining greater centralized control over the administration and expenditures of Harbour Commissions, the Halifax Harbour Commissioners now in office were appointed by P. C. 3438 dated 31st October, 1935, in place of the former Commissioners, the acceptance of whose resignations was recommended in the same Order-in-Council.

The Commissioners visited Halifax early in November, but as their other activities prevented their remaining there, they appointed F. C. Cornell as Acting Port Manager to superintend operations pending the completion of permanent arrangements.

FINANCIAL RESULTS

The total revenues for the year amounted to \$500,936.42, an increase of \$29,702.62, whilst the expenditures for the year amounted to \$577,035.07, an increase of \$84,644.50.

It will be seen from the Financial Statements, which follow, that the revenues of the Grain Elevator increased by \$49,224.74, but were nearly off-set by increased expenditures of \$41,399.87. The revenues of the Cold Storage Terminal were little changed and the expenditures increased by \$7,182.06. The revenues from general harbour services — Top Wharfage, Side Wharfage, etc., decreased by \$18,625.56, but the expenditures, on the other hand, increased by \$32,761.49, accounted for largely by an increase of \$27,472.67 in Maintenance. It may be added that the increased maintenance charges on all the properties increased by about \$41,000.00 compared to the year 1934.

BALANCE SHEET AS AT DECEMBER 31ST, 1935.

ASSETS

Capital Expenditure

Harbour Development in General.....	\$ 238,351.22	
Real Estate Purchases.....	2,989.27	
Piers, Wharves and Basins.....	5,866,646.01	
Plant and Facilities.....	184,605.12	
Grain Elevator System.....	1,100,032.82	
Permanent Sheds and Facilities, including Cold Storage Warehouse.....	4,779,298.53	
	<u>\$12,171,922.97</u>	
Operating Equipment.....	48,513.27	\$12,220,436.24
Interest chargeable to Capital Expenditure—		
On Debentures held by Department of Finance, three years (1933, 1934 and 1935) per contra.....	1,316,477.10	
On other Debentures, \$964,338.37, 3%, 1937, accrued from November 1st, 1934 to December 31st, 1935..	<u>33,751.85</u>	1,350,228.95
		<u>\$13,570,665.19</u>

Current Balances

Cash on hand and in Bank.....	\$ 883.39	
Accounts Receivable and Accrued Charges, net.....	132,989.71	
Stores and Materials.....	21,227.15	
Unexpired Insurance Premiums, etc.....	456.64	
Expenditure under Public Works Construction Act, 1934 recoverable from Dominion Government.....	<u>19,678.28</u>	175,235.17
Operating Deficit Account, per Statement.....		<u>376,321.23</u>
		<u>\$14,122,221.59</u>

Contract Deposits, per Contra

Bonds, Dominion of Canada, par value.....	\$ 10,000.00	
Bonds, Canadian National Railways, par value.....	10,000.00	
Certified Cheques of Contractors.....	13,850.00	
Guarantee Fund, the Royal Trust Company.....	30,231.20	
Royal Bank of Canada, Savings Account.....	<u>2,118.50</u>	66,199.70
		<u>\$14,188,421.29</u>

LIABILITIES

Debenture Indebtedness

Department of Finance, Ottawa—		
Series A, 5%, due 1954.....	\$ 500,000.00	
Series B, 5%, due 1955.....	5,000,000.00	
Series C, 5%, due 1956.....	<u>3,381,728.35</u>	\$ 8,881,728.35
Other Holders (Public)—		
3%, due November 1st, 1938.....	1,700,000.00	
3%, due November 1st, 1937.....	<u>964,338.37</u>	2,664,338.37

Debenture and Loan Interest

Department of Finance for three years (1933, 1934 & 1935)	\$ 1,316,477.10	
Other Holders, accrued from November 1st, 1935.....	<u>13,321.70</u>	\$ 1,329,798.80

Other Indebtedness

Department of Finance, Ottawa, Loan, August 19th, 1935—made under Vote No. 399.....		118,985.80
Royal Bank of Canada, Advances.....	\$ 1,022,711.70	
Royal Bank of Canada, Government Advance Account.....	<u>57,386.25</u>	1,080,097.95

Accounts Payable

Contractors, etc.....	\$ 39,885.73	
Wages due and unpaid.....	5,151.59	
Interest Coupons due, but not presented.....	<u>2,235.00</u>	47,272.32

Contingent Liability for

uncompleted or unsettled contracts.....		\$14,122,221.59
Deposits on Contracts, per Contra.....		66,199.70
		<u>\$14,188,421.29</u>

RALPH W. HENDRY, Port Manager.

F. W. DONKIN, Chief Accountant.

The above Balance Sheet has been examined and verified as per our report of this date attached hereto.

Halifax, N. S., February 28th, 1935.

CROWELL, BALCOM & Co.,

H. E. CROWELL,
Chartered Accountants.

**STATEMENT OF REVENUE AND EXPENDITURE FOR THE YEAR
ENDING DECEMBER 31st., 1935.**

REVENUE

Grain Elevator.....	\$105,929.43	
Wharfage.....	146,537.40	
Storage.....	32,753.23	
Dockage.....	48,093.25	
Water.....	7,261.79	
Rentals.....	15,029.17	
Harbour Master's Fees.....	3,695.00	
Cargo Trucks.....	3,072.00	
Cold Storage.....	101,233.13	
Miscellaneous.....	37,332.02	
	<hr/>	\$500,936.42

EXPENDITURE

Deepwater and Ocean Terminals		
Maintenance and Operating Charges.....	\$232,600.35	
Grain Elevator and Galleries		
Maintenance and Operating Charges, including Claims.....	106,734.03	
Cold Storage Warehouse		
Maintenance and Operating Charges, including Claims.....	92,310.41	
Debenture Interest, 3% on \$1,700,000.....	51,000.00	
Administration		
Salaries and Expenses.....	\$75,757.42	
Interest on Bank Advances.....	21,183.47	
	<hr/>	96,940.89
Less portion charged to Capital Accounts.....	2,550.61	
	<hr/>	94,390.28
		<hr/>
		577,035.07
Operating Loss for the Period		
(Before Charging any Debenture Interest except on \$1,700,000		
Cold Storage above).....		<hr/>
		\$ 76,098.65

DEFICIT ACCOUNT

Deficit brought forward, December 31st, 1934.....		\$297,148.31
Add		
Uncollectable Accounts Written Off.....	\$ 958.28	
Surveys and Investigations.....	2,115.99	
Operating Loss for 1935, per above statement.....	76,098.65	
	<hr/>	79,172.92
Deficit carried forward, December 31st, 1935.....		<hr/>
		\$376,321.23

ENGINEERING

The activities of the Engineering Department were quite extensive in 1935, being accounted for by projects carried out under The Public Works Construction Act, 1934, construction on ordinary Capital Account, and an increased amount of Maintenance work, such as painting, which had been deferred for several years.

THE PUBLIC WORKS CONSTRUCTION ACT, 1934.

As a result of proposals submitted by the Commissioners in 1934, a number of projects for the development of the Harbour were provided for by The Public Works Construction Act, 1934. They were set out in Schedule "A" of the Act as follows, viz:—

62. New sheds, Pier "B" — Provision of cargo handling and fire prevention equipment.
63. Reinforcing and protecting granite face of quay walls of ocean terminals.
64. Construction of bulkhead and pier 195 ft. and 200 ft. respectively, to provide site for two fish processing plants adjacent to the cold storage plant.
65. Construction of buildings for fish processing plants adjacent to the cold storage plant.
66. Reinforced concrete deck slab for use as loading platform, sheds 23 & 24.
67. Reinforced concrete cargo platform at shed 25.
68. Reconstruction of wooden conveyor galleries at berths 25 and 26 in steel.
69. Reconstruction of wooden conveyor galleries tower "B" in steel.
70. Extension of present Pier No. 9 northward for a coal berth or for use as an industrial site.

By P. C. 2110, dated 7th September, 1934, the Minister of Marine was authorized to employ the services of the Halifax Harbour Commissioners in a supervising capacity and their Acting Chief Engineer in an Engineering capacity in connection with the work authorized.

All the items were proceeded with during 1935 except No. 65. Under Item 68 designs for the structures were made for Berths 25 and 26, but only the work at Berth 25 was proceeded with.

At the end of the year, all items had been completed, with the exception of No. 62, under which some purchases had yet to be made, and No. 70, which was 85% complete.

CONSTRUCTION ON CAPITAL ACCOUNT

The following works of Capital Construction were carried out in 1935 —

- Installation of Additional Sharp Freezers at Cold Storage Terminal
- Reconditioning of parts of the Cold Storage Terminal Structures.
- Provision of 550 Volt Power Circuits in Sheds 20, 21, 22 and 23.
- Paving of Trucking Area at Cold Storage Terminal.
- Widening Curve on Marginal Road.
- Pier A Central Roadway Paving.
- Lighting of Marginal Road.
- Construction of Road and Protection Wall, South of Pier "B".
- Partial Reconditioning of Storage Units Nos. 1 and 2.
- Marginal Road Paving, Deep Water Terminals.
- Reconditioning of Concrete Piling and Replacement of Frost Protection Lagging at Pier 2.
- Removal of Remains of Old Pier 2.
- Reconditioning Pier 3.
- Reconditioning Pier 4.
- Replacement of Cribwork at South End of Pier 9.

TRAFFIC

The statements which follow give details of the shipping and cargo tonnage of the Port —

Traffic at the Commissioners' Piers

	1935	1934	1933	1932
No. of Vessels.....	4,704	3,321	2,703	2,612
Net Tonnage.....	6,771,401	7,919,615	7,087,320	7,093,347
Cargo Tonnage.....	1,115,652	1,102,383	853,053	678,827
No. of Passengers.....	21,869	25,978	32,428	58,238

Port Cargo Tonnage

	Inward	Outward	Total
1935.....	1,212,386	983,443	2,195,829
1934.....	1,089,934	1,006,271	2,096,205
1933.....	992,628	758,400	1,751,028
1932.....	855,015	603,068	1,458,083

Full details of the Shipping and Cargo Tonnage of the Port will be found in the following Statements:—

Shipping Report.....	page 11
Cargo Tonnage by Months.....	" 12
" " " Commodities.....	" 13
" " " Trade Routes.....	" 16

Grain

The following statement shows receipts and shipments of grain with comparisons with the previous three years:—

	Received (Bus.)	Shipped (Bus.)	Total (Bus.)
1935.....	3,917,678	4,785,678	8,703,356
1934.....	3,407,715	2,517,046	5,924,761
1933.....	2,817,367	2,741,797	5,559,164
1932.....	2,562,080	1,695,420	4,257,500

The following is an analysis of the receipts of grain at the Elevator. There are no separate records of water-borne grain before the year 1932 —

	Rail (Bus.)	Water (Bus.)	Total (Bus.)
1935.....	2,547,897	1,369,781	3,917,678
1934.....	2,057,683	1,350,032	3,407,715
1933.....	827,219	1,990,148	2,817,367
1932.....	1,809,163	752,917	2,562,080

The deliveries from the Elevator were as follows:—

	Rail (Bus.)	Water (Bus.)	Local (Bus.)	Total (Bus.)
1935.....	790,720	3,506,166	488,792	4,785,678
1934.....	396,486	1,784,624	335,936	2,517,046
1933.....	502,933	1,961,356	277,508	2,741,797
1932.....	491,710	949,908	253,802	1,695,420

Cold Storage Terminal

The following is a summary of the tonnage:—

	1935 (Tons)	1934 (Tons)	1933 (Tons)
Inward.....	9,152	10,918	7,936
Outward.....	9,822	10,991	8,024
Ice Manufactured.....	18,974	21,909	15,060
Fish Frozen.....	4,546	1,798	6,836
	3,173	3,110	2,312

CUMULATIVE SHIPPING REPORT PORT OF HALIFAX

	No. of Vessels	Net Tonnage	Gross Tonnage
TRANS OCEANIC:			
Inward.....	907	3,246,955	5,382,860
Outward.....	895	3,225,509	5,345,814
Total, 1935.....	1,802	6,472,464	10,728,674
Total, 1934.....	1,914	7,599,294	12,875,946
Total, 1933.....	1,939	7,460,517	12,506,693
Total, 1932.....	1,786	7,127,798	12,227,375

COASTWISE:			
Inward.....	2,058	602,854	1,062,353
Outward.....	2,047	611,835	1,075,557
Total, 1935.....	4,105	1,214,689	2,137,910
Total, 1934.....	3,599	1,169,321	2,031,763
Total, 1933.....	3,954	1,178,957	2,006,163
Total, 1932.....	4,052	1,253,008	2,125,832

GRAND TOTAL:			
Inward.....	2,965	3,849,809	6,445,213
Outward.....	2,942	3,837,344	6,421,371
Total, 1935.....	5,907	7,687,153	12,866,584
Total, 1934.....	5,513	8,768,615	14,907,709
Total, 1933.....	5,893	8,639,474	14,512,856
Total, 1932.....	5,838	8,380,806	14,353,207

CARGO TONNAGE HANDLED AT PORT OF HALIFAX MONTHLY AND CUMULATIVE

MONTH	INWARD			
	Total 1935	Total 1934	Total 1933	Total 1932
January.....	125,261	63,265	54,304	104,767
February.....	131,178	101,683	82,580	76,361
March.....	104,835	144,893	73,505	78,140
April.....	73,712	61,544	37,895	66,528
May.....	97,226	68,176	65,903	77,104
June.....	77,013	68,089	71,357	83,311
July.....	100,307	84,108	84,037	67,233
August.....	81,796	68,048	131,076	66,480
September.....	62,555	122,381	82,656	80,548
October.....	132,980	103,984	122,449	38,841
November.....	102,918	82,027	72,754	56,549
December.....	122,605	121,736	114,112	59,153
Totals.....	1,212,386	1,089,934	992,628	855,015

MONTH	OUTWARD			
	Total 1935	Total 1934	Total 1933	Total 1932
January.....	101,061	109,706	63,916	68,180
February.....	138,593	110,697	80,236	53,921
March.....	123,877	150,262	71,113	59,702
April.....	124,380	111,290	77,983	61,707
May.....	72,837	65,321	34,076	39,880
June.....	31,740	74,142	38,100	41,005
July.....	55,658	44,284	46,278	52,055
August.....	64,160	71,491	46,234	43,723
September.....	54,925	59,684	48,913	38,804
October.....	59,825	61,752	84,442	45,566
November.....	64,694	49,057	66,777	39,565
December.....	91,693	98,585	100,332	58,960
Totals.....	983,443	1,006,271	758,400	603,068

MONTH	TOTALS			
	Total 1935	Total 1934	Total 1933	Total 1932
January.....	226,322	172,971	118,220	172,947
February.....	269,771	212,380	162,816	130,282
March.....	228,712	295,155	144,618	137,842
April.....	198,092	172,834	115,878	128,235
May.....	170,063	133,497	99,979	116,984
June.....	108,753	142,231	109,457	124,316
July.....	155,965	128,392	130,315	119,288
August.....	145,956	139,539	177,310	110,203
September.....	117,480	182,065	131,569	119,352
October.....	192,805	165,736	206,891	84,407
November.....	167,612	131,084	139,531	96,114
December.....	214,298	220,321	214,444	118,113
Totals.....	2,195,829	2,096,205	1,751,028	1,458,083

PORT OF HALIFAX **SHIPMENTS BY COMMODITIES**

COMMODITIES	Inward 1935 (Tons)	Outward 1935 (Tons)	Total 1935 (Tons)	Total 1934 (Tons)
AGRICULTURAL PRODUCTS				
1. Wheat.....	18,525	91,788	110,313	52,059
2. Corn.....	26,206	12,645	38,851	27,879
3. Oats.....	181	2,091	2,272	4,488
4. Barley.....	1	9	10	24
5. Rye.....	.....	.....	.....	.....
6. Flaxseed.....	.....	.....	.....	1
7. Other Grain.....	598	96	694	3,606
8. Flour.....	8,316	60,887	69,203	78,655
9. Other Mill Products.....	3,198	14,399	17,597	19,815
10. Hay and Straw.....	.....	880	880	1,645
11. Cotton.....	16	.....	16	.....
12. Apples (fresh).....	1,340	104,167	105,507	107,658
13. Other Fruit (fresh).....	21,963	1,044	23,007	34,105
14. Potatoes.....	271	15,047	15,318	23,983
15. Other Fresh Vegetables.....	5,969	6,134	12,103	8,608
16. Other Agricultural Products.....	33,507	5,881	39,388	43,765
Total, 1935.....	120,091	315,068	435,159	.....
" 1934.....	119,805	286,486	.....	406,291
ANIMAL PRODUCTS				
17. Horses.....	3	13	16	39
18. Cattle and Calves.....	.....	281	281	1,270
19. Sheep.....	.....	.....	.....	2
20. Hogs.....	.....	2	2	14
21. Dressed Meats (fresh).....	30	1,583	1,613	1,860
22. Dressed Meats (cured-salted-canned).....	910	8,697	9,607	14,147
23. Other Packing House Products (edible).....	242	5,990	6,232	10,852
24. Poultry.....	2	383	385	382
25. Eggs.....	.....	170	170	138
26. Butter.....	283	363	646	1,634
27. Cheese.....	213	714	927	810
28. Wool.....	3,879	154	4,033	4,772
29. Hides and Leather.....	1,348	1,845	3,193	2,887
30. Other Animal Products (Non-edible).....	25	43	68	625
Total, 1935.....	6,935	20,238	27,173	.....
" 1934.....	8,929	30,503	.....	39,432

COMMODITIES	Inward 1935 (Tons)	Outward 1935 (Tons)	Total 1935 (Tons)	Total 1934 (Tons)
MINE PRODUCTS				
31. Anthracite Coal.....	45,878	.....	45,878	42,681
32. Bituminous Coal.....	122,726	37,975	160,701	134,106
33. Lignite Coal.....	.....	.....	.....	.....
34. Coke.....	11,383	.....	11,383	4,261
35. Iron Ores.....	.....	262	262	5
36. Copper Ore and Concentrates.....	310	27,563	27,873	1,963
37. Other Ores and Concentrates.....	.....	6	6	4,554
38. Base Bullion, Matte, Pig and Ingot (non-ferrous metals).....	1,066	11,128	12,194	28,189
39. Sand and Gravel.....	17,406	.....	17,406	11,716
40. Stone (crushed, ground, broken).....	.....	.....	.....	11
41. Slate, Dimension or Block Stone.....	101	3	104	356
42. Crude Petroleum.....	613,336	.....	613,336	388,487
43. Asphalt (Natural, By-product Petroleum).....	19	8	27	73
44. Salt.....	7,848	411	8,259	15,201
45. Other Mine Products.....	209	2,916	3,125	1,887
Total, 1935.....	820,282	80,272	900,554	.....
" 1934.....	591,112	42,378	.....	633,490
FOREST PRODUCTS				
46. Logs, Posts, Poles, Piling.....	30	358	388	535
47. Cordwood and Other Firewood.....	.....	2	2	.....
48. Ties.....	.....	.....	.....	.....
49. Pulpwood.....	.....	1	1	23
50. Lumber, Timber, Box, Crate and Cooperage Material.....	3,056	83,021	86,087	122,893
51. Other Forest Products.....	5,662	125	5,787	7,409
Total, 1935.....	8,758	83,507	92,265	.....
" 1934.....	6,311	124,549	.....	130,860
MANUFACTURES AND MISCELLANEOUS				
52. Gasoline.....	40,849	170,825	211,674	188,378
53. Petroleum Oils and Other Petroleum Products, (except asphalt and gasoline).....	2,909	96,392	99,301	278,955
54. Sugar.....	50,123	8,711	58,834	61,439
55. Iron, Pig and Bloom.....	34	1	35	209
56. Rails and Fastenings.....	.....	75	75	6,056
57. Iron and Steel (Bar, Sheet, Structural, Pipe) ...	3,649	4,316	7,965	5,508
58. Castings, Machinery and Boilers.....	1,203	378	1,581	2,078

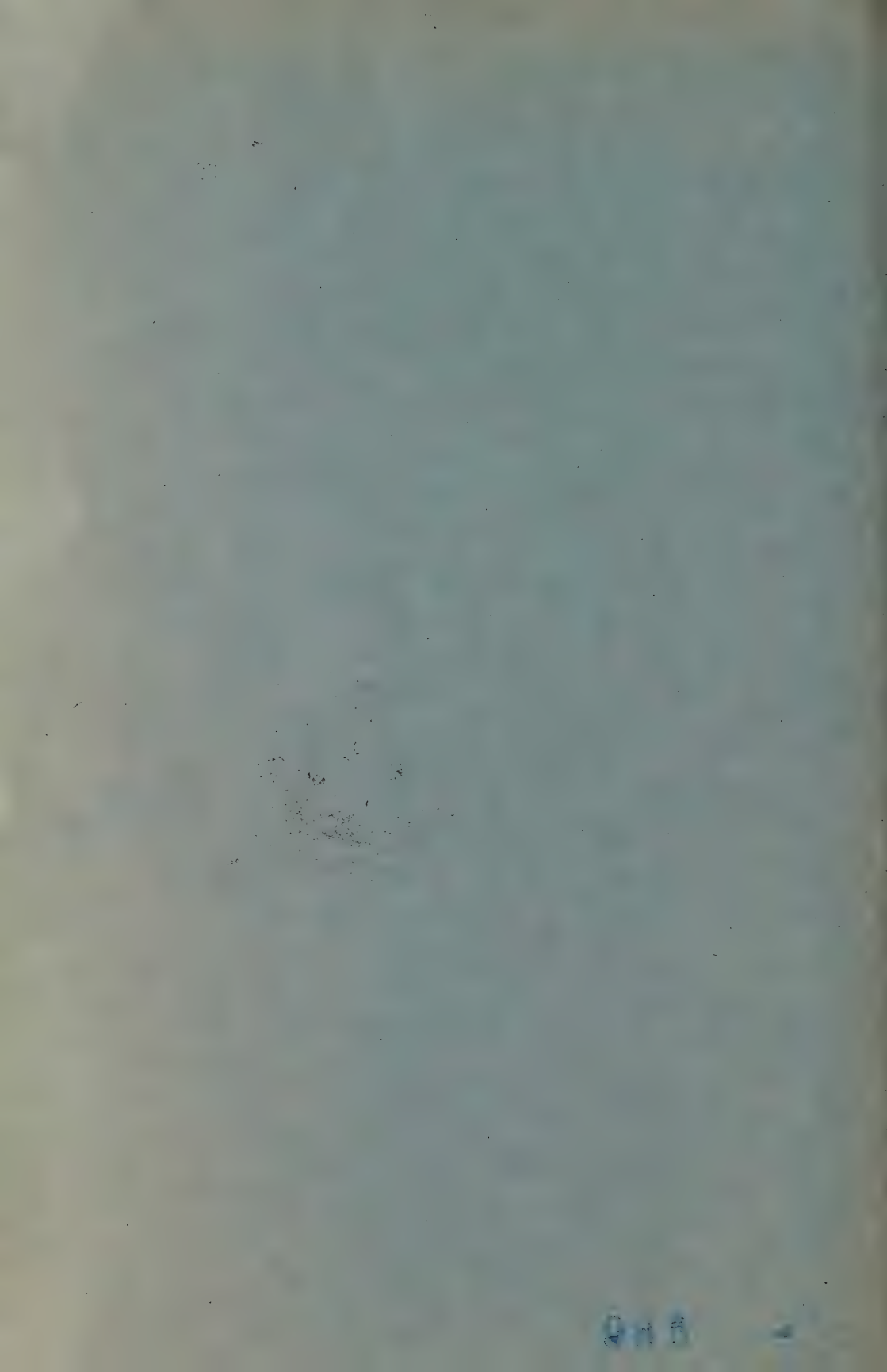
COMMODITIES	Inward 1935 (Tons)	Outward 1935) (Tons	Total 1935 (Tons)	Total 1934 (Tons)
MANUFACTURES AND MISCELLANEOUS (Continued)				
59. Cement.....	31,862	372	32,234	33,664
60. Brick and Artificial Stone.....	832	117	949	1,223
61. Lime and Plaster.....	373	692	1,065	746
62. Agricultural Implements and Vehicles other than Autos.....	9	1,865	1,874	874
63. Sewer Pipe and Drain Tile.....	.....	5	5	.....
64. Automobiles, Auto Trucks and Auto Parts.....	567	32,980	33,547	12,910
65. Household Goods and Settlers' Effects.....	220	1,863	2,083	881
66. Furniture.....	411	255	666	946
67. Liquor Beverages.....	1,619	500	2,119	3,354
68. Fertilizers, all kinds.....	5,976	2,268	8,244	4,823
69. Newsprint Paper.....	4,331	31,155	35,486	44,640
70. Other Paper.....	698	2,086	2,784	2,477
71. Paper Board, Pulpboard and Wallboard (paper)	119	9,462	9,581	8,362
72. Wood Pulp.....	2	151	153	2,191
73. Fish (fresh, frozen, cured, etc.).....	38,258	26,695	64,953	69,399
74. Canned Goods (all Canned Food Products, except meats).....	6,024	8,833	14,857	14,138
75. Other Manufactures and Miscellaneous.....	60,046	76,839	136,885	133,534
76. Merchandise, (all L. C. L. Freight).....	6,206	7,522	13,728	9,347
Total, 1935.....	256,320	484,358	740,678	.....
" 1934.....	363,777	522,355	.....	886,132
Grand Total, 1935.....	1,212,386	983,443	2,195,829	.....
" " 1934.....	1,089,934	1,006,271	.....	2,096,205

COMMODITY GROUP	Total 1935 (Tons)	Total 1934 (Tons)
Agricultural.....	435,159	406,291
Animal.....	27,173	39,432
Mine.....	900,554	633,490
Forest.....	92,265	130,860
Manufactures and Miscellaneous.....	740,678	886,132
Total.....	2,195,829	2,096,205

PORT OF HALIFAX
Statement Showing Number of Vessels with Cargo and Total Cargo Tonnage
By Trade Routes.

No.	TRADE ROUTES	Year	INWARD		OUTWARD		TOTAL	
			No. of Vessels	Cargo Tonnage	No. of Vessels	Cargo Tonnage	No. of Vessels	Cargo Tonnage
1.	Trans. N. Atlantic.....	1935	192	147,097	274	412,756	466	559,853
	" ".....	1934	226	149,637	321	411,214	547	560,851
	" ".....	1933	192	129,448	292	315,576	484	445,024
	" ".....	1932	195	134,403	221	165,915	416	300,318
2.	Newfoundland and St. Pierre.....	1935	160	22,298	167	33,293	327	55,591
	" ".....	1934	146	18,127	159	40,856	305	58,983
	" ".....	1933	133	14,789	151	43,822	287	58,611
	" ".....	1932	166	11,933	200	46,245	366	58,178
3.	British West Indies & Cuba.....	1935	115	68,210	169	97,641	284	165,851
	" ".....	1934	112	75,067	167	105,857	279	180,924
	" ".....	1933	111	49,094	147	85,514	258	134,608
	" ".....	1932	139	68,192	172	85,022	311	153,214
4.	Can. Atlantic Coastwise.....	1935	1,013	123,235	946	122,624	1,959	245,859
	" ".....	1934	1,081	120,853	864	127,909	1,945	248,762
	" ".....	1933	1,101	99,497	898	115,651	1,999	215,148
	" ".....	1932	1,272	126,316	1,018	91,928	2,290	218,244
5.	St. Lawrence River and Great Lakes.....	1935	76	65,424	65	140,586	141	206,010
	" ".....	1934	68	60,545	63	152,891	131	213,436
	" ".....	1933	80	85,677	60	93,970	140	179,647
	" ".....	1932	67	60,269	51	130,773	118	191,042
6.	U. S. Atlantic Coastwise.....	1935	109	10,341	98	25,300	207	35,641
	" ".....	1934	95	10,080	125	28,271	220	38,351
	" ".....	1933	81	43,137	91	35,950	172	79,087
	" ".....	1932	82	10,189	123	20,113	205	30,302

7. South America.....	1935	38	618,870	2	2,380	40	621,250
“ “.....	1934	34	542,281	4	370	38	542,651
“ “.....	1933	28	477,826	1	1,207	29	479,033
“ “.....	1932	22	357,850	3	3,237	25	361,087
8. Africa.....	1935	10	41,806	..	...	10	41,806
“ “.....	1934	9	22,955	..	...	9	22,955
“ “.....	1933	2	6,257	..	840	2	6,257
“ “.....	1932	4	18,612	3	...	7	19,452
9. Asiatic.....	1935	53	45,882	9	4,950	62	50,832
“ “.....	1934	62	46,051	13	2,363	75	48,414
“ “.....	1933	47	48,483	4	125	51	48,608
“ “.....	1932	20	31,165	..	...	20	31,165
10. Mediterranean.....	1935	11	9,819	..	...	11	9,819
“ “.....	1934	9	7,696	..	...	9	7,696
“ “.....	1933	1	2,800	..	...	1	2,800
“ “.....	1932	3	3,322	..	...	3	3,322
11. South Pacific Ocean.....	1935	16	8,814	14	57,025	30	65,839
“ “.....	1934	15	7,528	13	46,763	28	54,291
“ “.....	1933	11	12,405	9	26,960	20	39,365
“ “.....	1932	13	12,946	7	20,142	20	33,088
12. Can. West Coast.....	1935	3	2,652	1	3,850	4	6,502
“ “.....	1934	4	2,874	3	12,285	7	15,159
“ “.....	1933	1	750	..	..	1	750
“ “.....	1932	2	1,097	1	36	3	1,133
13. U. S. West Coast.....	1935	..	...	..	...	..	...
“ “.....	1934	..	...	..	...	..	...
“ “.....	1933	..	...	..	...	..	...
“ “.....	1932	..	...	..	...	..	...
14. All Others.....	1935	895	47,938	152	83,038	1,047	130,976
“ “.....	1934	588	26,240	107	77,492	695	103,732
“ “.....	1933	718	22,465	59	62,090	777	62,090
“ “.....	1932	627	18,721	79	38,817	706	57,538
Totals.....	1935	2,691	1,212,386	1,897	983,443	4,588	2,195,829
“ “.....	1934	2,449	1,089,934	1,839	1,006,271	4,288	2,096,205
“ “.....	1933	2,506	992,628	1,715	738,400	4,221	1,751,028
“ “.....	1932	2,612	855,015	1,878	603,068	4,490	1,458,083



JUL 13 1988

